

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

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## American Railroad Journal.

Saturday, January 17, 1852.

### Southwestern Railroad Convention at New Orleans.

We have begun to receive our accounts of the great Southwestern Railroad Convention, held at New Orleans on the 5th inst. We are indebted for our account to the N. O. Commercial Bulletin.—Numerous delegates were in attendance from the States of Mississippi, Missouri, Florida, Alabama, Tennessee, Kentucky, Virginia, Texas, Arkansas and Louisiana.

The meeting was called to order by Maunsel White, Esq, President of the N. Orleans and Opelousas railroad, who addressed the meeting as follows:

Gentlemen Delegates from our sister states, we tender you a cordial and hearty welcome. We recognise you as friends and brothers, come among us by special invitation to deliberate on a matter worthy of American enterprise; in which the whole of the southwestern States are deeply interested.

Our design offers abundant inducement for the ready co-operation of all who may honor us with their attention.

Viewed as public undertakings, the whole Union must acknowledge their importance, and even in the smaller consideration of individual interests, perhaps there never were roads contemplated of higher promise.

Now, gentlemen, it will be for you to choose and elect the officers whom you desire to preside over this convention, as we feel ourselves bound in courtesy to yield you that privilege, confident that in the exercise of this duty, you will be actuated by the sole desire of doing ample and even-handed justice to all the various interests that may be involved.

This friendly meeting of representatives of popular interest for the common consideration of so profound a question, is entirely in accordance with the character of our age and day, and we sincerely trust, gentlemen, that the result of our deliberations will be equally compatible with the all-accomplishing genius of our country.

Again, gentlemen, we bid you welcome. The meeting is now prepared for organisation. May He who alone presides in an unquestionable wisdom, bless and direct your proceedings.

On motion of J. E. Caldwell, C. S. Tarpley, of Mississippi, was chosen President, pro tem., and J. M. Burke, of Lafayette, Secretary pro tem.

Mr. Tarpley, on taking the chair, said he was profoundly sensible of the high compliment that had been paid him, in being chosen to preside temporarily over the deliberations of so great a convention. Should a suitable occasion present itself, he would give his views on some of the great matters that would engage the attention of the body. But this, he trusted, would be a working convention, and the first proceeding in order was for the chairman of delegates to hand in a list of the delegates.

Joshua Baldwin, of New Orleans, moved that a committee of three persons from each State represented in the convention be appointed to nominate permanent officers, and after some discussion the resolution was adopted with an amendment substituting two instead of three delegates from each State.

On motion of M. M. Cohen, of New Orleans, the convention voted an invitation to the ladies to attend its deliberations.

A recess of half an hour having been taken, and the convention having again come to order, the following committee on officers was announced:

Mississippi—General Acee, Rev. R. T. Gladney.  
Missouri—H. Choteau, Wm. Wade.  
Florida—J. M. Landrum, Joseph Forsyth.  
Alabama—J. P. Parham, T. B. Goldsby.  
Tennessee—Col. Herman, Col. G. W. Peck.  
Kentucky—Wm. Loery, J. N. Beades.  
Virginia—Wm. M. Burwell, James McDowell.  
Texas—John T. Mills, J. G. Wright.  
Arkansas—Albert Pike, John Martin.  
Louisiana—James Robb, J. H. Overton.

Several propositions as to the mode of electing

officers pending, the convention at half past 1 adjourned to 6 P. M., to allow the committee on officers time to report.

### EVENING SESSION.

The convention, pursuant to adjournment, met punctually at 6 o'clock.

Mr. Robb, from the Committee on Officers, reported the following; and the nominations, as they were announced, *seriatim*, were unanimously approved, with applause:

Ex-Gov. ALEX. MOUTON, of La., President.

Vice Presidents—C. S. Tarpley, of Mississippi; Joseph Forsyth, of Florida; Gen. Lucius Polk, of Tennessee; Wm. N. Burwell, of Virginia; Amos Moore, of Texas; H. Chouteau, of Missouri; P. P. Parham of Alabama; J. N. Beades of Kentucky; Judge Jas. Campbell, of La.; Absalom Fowler, of Ark.

Secretaries—John Calhoun and Victor Wiltz, of Louisiana; R. C. Farrelly, of Arkansas, and John Duncan, of Mississippi.

Governor Mouton, on taking the chair, expressed his thanks for the honor that had been conferred on him, and declaring that he assumed the position with diffidence, but with confidence in the disposition of the gentlemen whom he was addressing to assist him and conduct their proceedings harmoniously, he complimented highly the intelligence and elevated motives of the delegates.

Mr. Robb, with a few introductory remarks of an explanatory nature, offered a resolution, which was adopted, providing for the appointment of a Committee on Routes, a Committee on Ways and Means, and a Committee on Resolutions, all resolves having reference to the objects for which the convention was convened to be referred to the latter.

An inquiry from one of the delegates as to the powers of the Committee on Routes, and the scope of its actions, brought Mr. Robb again on the floor, and, in a speech of about fifteen minutes, he strongly deprecated all attempts to dissipate the power and influence of the convention, and declared that the committee referred to was proposed with the view of concentrating the action of the body upon plans of improvement feasible in themselves and best calculated to benefit the southwest.

Mr. Hampson, of Texas, presented a resolution limiting the vote of each State, represented in the convention, to an unit.

Mr. Cohen then suggested that it would be acceptable to the convention if gentlemen from neighboring States would give their views. The suggestion met with approbation, and Messrs. Burwell, of Virginia; Pike, of Arkansas, and J. S. Yerger, of Mississippi, were successively called, and each delivered a speech, showing the necessity of railroads, centering at New Orleans, to secure for the city the commerce and trade nature designed she should have; to develop the resources of the southwest; to strengthen the political power of the south, by increasing her population, and industrial labor and wealth, and to cement more strongly the union of the States of the confederacy.

To be continued.

### Canal Lettings.

Award of Contracts—December 30, 1851.

#### ERIE CANAL—EASTERN DIVISION.

##### SECTION WORK.

- Sec. 13, 14—M. Sawin & Co.  
15—J. Cullen & Co.  
16—Thomas Hitchins.  
17—Vandekar & Co.  
18, 19—James Brady & Co.  
30, 37, 60, 127, 128—M. C. Story.  
31, 40—Aaron Swart & Co.  
33, 34—Wm. H. Morell.  
35—H. Van Slyck & Co.  
36—Willis Phelps.  
41 to 45—J. Livermore.  
51 to 56—J. Healy & Co.  
57—Isaac Jackson & Co.  
58—Solomon Bowen.  
59—C. Gardiner & co.  
60—Alexander H. Schultz.  
61—C. T. Van Horn & co.  
62—Vanderburgh & Wait.  
75—J. R. Rose & co.  
78—H. P. Alexander & co.  
83—J. S. N. Barthdyt.  
84—John School.  
112—J. C. Shippey.  
125, 126, 130—Squire Utley.  
129—Thomas H. Bates.  
131, 132—Alexander Ray.  
134—Woodman, Kimball & co.

##### LOCKS.

- No. 2—Luke Noon & co.  
24, 42—E. Cole & co.  
34—James Stewart.  
38—Wm. Coleman & co.  
39—Jesse Van Tile.  
40—A. H. Prescott & co.  
41, 42—J. E. Elwood & co.

##### AQUEDUCTS.

- Printups—E. K. Van Everer & co.  
Olstona—P. H. Dykemon.  
Lashers—A. T. Dunham & co.  
Phillips—M. C. Story.

##### WASTE WEIRS.

- On sec. 30—P. D. Beticher.  
56—A. J. Yates.  
120—T. H. Fisher & co.  
126—N. Vandebogart.  
134—Alexander Ray.

##### CULVERTS.

- On 16 and 17—Wm. Morrell.  
330 to 40—M. C. Story.  
59, 60 and 75—W. Barton & co.  
Stone culvert on 111—T. H. Fisher & co.  
Composite culvert on 111, 112—J. C. Shipley.  
On 118, 120, 120, 131, 121—J. P. Whipple.  
On 127, 128, 129, 130—T. H. Fisher & co.  
On 133, 134—H. H. Bennett.  
Mohawk River dam and bulkhead at Rome to Jesse Mattison.

#### BLACK RIVER CANAL.

##### DELTA FEEDER.

- Section work and guard lock—Frazee & McDonald.  
Bridges—Brayton & Clark.  
Culvert—J. C. Shippey.

- Lock house on Section 18—J. M. Slater.  
" " 22 to 31—G. H. Gould.

##### DAMS.

- At High Falls—Whittlesey & Shed.  
Carthage—P. S. Stewart & co.  
Williamsville—Mitchell & Brown.

##### RESERVOIRS.

- Woodhulls—Phelps & Ray.  
North Branch, South Branch, No. 1 do., No. 3—Mitchell & Brown.  
Sluices around locks—Squire Utley.  
Road bridge at High Falls—G. H. Gould.  
Culvert on sec. 30—Whittlesey & Shed.  
Valve gates to Seymour & Wood.  
Black River Improvement, to W. W. Wright.

##### BRIDGE ABUTMENTS.

- 3 to E. K. Van Everer & co., 2 to M. Savin & co., 2 to John Upton, 4 to B. Birchard & co., 2 to P. B. Dykeman, 1 to R. Johnson & co., 5 to W. H. Williams, 2 to James McDonald, 4 to David Rogers, 1 to A. J. Yates, 3 to W. C. Wemple, 1 to D. Wilds & co.  
Bridge between Frankfort and Utica, including 260 rods of road, to J. Borden & co.  
Bridge abutments on 112 and 113 between Oriskany and Rome, to A. Myers & co.  
Abutments from Rome to New London and at New London to H. E. Storrs & co.  
New London to Higgins's, to W. Candee & co.  
Iron Bridges on Eastern Division, to E. Corning & co.  
Wood Superstructures for Bridges, to B. Birchard & co.  
Valve gates to Seymour & Wood.

#### ERIE CANAL—MIDDLE DIVISION.

##### SECTION WORK.

- Sec. 135, 136—Wm. Lewis & co.  
137, 138—J. S. Parker.  
139—W. Norton & co.  
140, 141—Henry S. Webb.  
142—O. P. Root.  
143—F. Pratt & co.  
144, 145—O. B. Howe.  
146—J. Crouse & co.  
147—A. Myers & co.  
148—N. H. Decker.  
149, 150—J. B. Rice & co.  
151—Wm. Barker & co.  
192—A. Sutherland.  
193—S. P. Jacobs.  
195—Emory Rosebrook.  
197—McQuig & Foster.  
199—Stokes & Lester.  
203—George Smith.  
204—Levi Dimmick.  
205—James R. Webster.  
206—Wm. A. Sackett & co.

##### CULVERTS.

- Sec. 8. To Brown, Beebe & co.  
3. To Israel S. Parker.  
4. To Otis B. Howe.  
1. To Fisher & Groat.  
3. To J. B. Rice & co.  
3. To Emory Rosebrook.  
2. To S. P. Jacobs & co.  
1. To A. J. Willey.  
3. To McCarty & Bishop.  
2. To Samuel Bell & co.  
Chitteningo Aqueduct, to Wells & Thomas.  
Dam and guard gate, to Fisher & Groat.  
Waste weir, to Otis B. Howe.

##### BRIDGE ABUTMENTS.

- Sec. 3 to Birchard & co., 2 to I. Shannahan, 5 to Swain & Nodwell, 3 to McQuig & Foster, 4 to H. E. Storrs & co., 2 to S. P. Jacobs & co.  
Valve gates, to Seymour and Wood.  
Iron Bridges, to E. Corning & co.

#### OSWEGO CANAL.

- Lift locks 1 and 2—Robert Gere & co.  
" 3 —Dodge & Comstock.  
" 6 —Peter Dunn.  
" 7 —W. J. Murrett & co.  
" 11 and 12—A. B. Dickinson.  
" 13 —A. G. Sage & co.  
" 14 —Robert C. Kenyon.  
" 15 —William Baldwin.  
" 17 —Philo Stevens.

- Guard lock No. 1—C. W. Steves & co.  
" 3—C. H. Sage & co.  
" 5—James McDonald.  
Section No. 38—Robert C. Kenyon.  
Valve gates to C. C. Bradley & co.

#### ERIE CANAL—WESTERN DIVISION.

##### SECTION WORK.

- Sec. 207—Wm. A. Sackett & co.  
208—H. B. Bradshaw.  
209—C. T. Chamberlain.  
210—Ethan Clark.  
211—H. Cady & co.  
212, 213—Rogers & Layton.  
214, 215, 216—Charles Nichols & co.  
217—E. P. Price & co.  
218—A. B. Williams & co.  
228—G. W. Barnard.  
229—R. S. Nellis.  
232—A. O. Lamoreux.  
233, 234—John Vernam & co.  
235—J. W. Goodrich.  
236—E. & W. H. Ennis.  
239—Richman & Morley.  
241 to 245—E. Ennis & co.  
246, 247—Clark & Larned.  
248—A. P. McDonald.  
249—Walter S. Church.  
250—Clark & Larned.  
251, 252—D. H. Richardson.  
253—Walter S. Church.  
254—D. H. Richardson.  
255—George Law.  
256—Norman & Hughes.  
257—H. V. Colt.  
258—G. W. Baldwin.  
259—N. E. Paine & co.  
260—L. A. G. B. Grant.  
262—Oliver Charlick.  
266—George J. Whitney & co.  
267—Wm. Candee & co.  
268—J. Jenkinson & co.  
269—A. Barnard.  
270—W. N. Marsh.  
271—A. Barnard.  
272—D. Sharp & co.  
273—H. P. Mills & co.  
274—Jno. L. Clark & co.  
275—C. B. Thomson.  
276—J. Cochrane & co.  
277—J. Baker & co.  
278—W. C. Bloss & co.  
279—Utley Spencer.  
280—Orville Clark.  
281—E. T. Bridges & co.  
282—J. B. Moss.  
283—W. Candee & co.  
285—A. P. McDonald.  
286—J. Breed & co.  
287—do.  
288—J. W. Britton & co.  
Independent line—Jno. H. Nichols.  
290—C. J. & H. De Graw.  
291—M. A. Harrington & co.  
292—B. Pringle.  
294 to 296—H. P. Mills & co.  
297, 298—H. U. Soper & co.  
299—J. N. Stage.  
300, 301—H. U. Soper & co.  
302, 303—S. Clark & co.  
304—A. Collins.  
305—O. Clark.  
307 to 310—B. Pringle.  
311—W. P. Collins.  
312—D. Hunter.  
313—B. Pringle.  
314—C. A. Donalds.  
315—M. E. Hitchcock & co.  
316, 317—J. N. Stage.  
318—Barton & O'Maley.  
319—S. C. Holden.  
320—H. N. Hawes.  
322—Thompson & Nelson.  
323—Parnellee & White.  
324—Chamberlin & Edgerton.  
325, 327—Ryan & Swan.  
326—J. N. Stage.  
328—Orville Clark.  
329—Hawley & Barton.  
330—John P. Smith.  
331—George H. Boughton,



332—Gideon Hard.  
333—N. G. King & co.  
334—Geo. Raynale & co.  
335—Thomas King.  
336—Hawley & Barton.  
337—W. & H. Lewis.  
338 to 353—Cauncey Joslin.  
354 to 359—Oswald & Buel.  
360—John McCabe & co.  
361—Jacob Hinds.  
362—T. D. Barton.  
363—Oswald & Buel.  
364—Martindale & Ferrell.  
365—G. M. Lawman.  
366—Williams & Palmeter.  
367—Clark & Tift.  
368—Sutton & Phillips.  
369—Wood & Clark.  
370—Ball & Barton.

STRUCTURES.

Guard Lock at Black Rock to Sutton & Phillips.  
Lock 64—Kingsley & James.  
65—Lewis Seeley.  
66—George Williams & co.  
Guard Lock & Feeder, Genesee river, to Lewis Sely.  
Mud Creek Aqueduct, railroad crossing, to Peter Boyoe.

BRIDGE ABUTMENTS.

On section 207, 208, 209, 212, 214, 215, 217, 226, to Robert Ennis.  
On 210, 246 to 262, 266 to B. Birchard & co. on 213, 231, 336 to Chamberlin & co., on 332 to 339 to Levi P. Chase, on 241 to 245, to S. J. Hunt, on 267, 268 and 3 on 270 to Isaac Hall, 2 on 270 and 9 on 271, 277 to L. Jones Peck, on 278 to 281 to A. Wilder, 2 to Wm. Walker, 2 to G. Hard, 2 to H. Brintnall & co., 1 to J. B. King, 5 to M. A. Harrington, 4 to Soper & Fields, 4 to J. Ellicott & co., 6 to Ryan & Swan, 1 to C. A. Donalds, 6 to Hawley & Barton, 3 to Sutton & Phillips, 1 to M. W. Baldwin, 2 to J. Pierce & co., 9 to Clark & Tift.

GENESEE VALLEY CANAL.

Lock 105—H. M. Severance.  
106—Chester, Kays & co.  
Section 91—Nelson Hewitt.  
98—E. Hammond.  
107—James Napier & co.  
Oil Creek Reservoir to Ab'm Vernam.  
Rockville Reservoir to Wm. Ridsdale & co.  
Ischua Feeder do.  
Ischua Aqueduct and Bridges on Section 107 to Nelson Hewitt.  
Valve gates to Seymour & Wood.

CULVERTS.

Irondequoit creek culvert and Allen's creek culvert to J. H. Sherrill & co.  
On sec. 207—H. E. Storrs & co.  
208—Robert Ennis.  
209—J. N. Stage.  
210, 11 and 14—Chamberlin & co.  
215—Williams & Palmeter.  
216—H. E. Storrs & co.  
218—J. Leach & co.  
228—R. Ennis.  
229—S. Moore.  
232—H. E. Storrs & co.  
234, 238—D. Kenyon.  
239—J. Vernam.  
246—J. H. Sherrill & co.  
253—B. Pringle.  
260—Elias Knapp.  
Culvert under Genesee feeder to J. L. Clark.  
Sections 265, 267, 270, 275, 277—J. R. Thompson.  
271, 274, 276—Butler & Stanberry.  
278—A. Wilder.  
279—H. E. Storrs & co.  
280—Gideon Hard.  
281—E. S. Reed & co.  
281—W. S. Lewis & co.  
287—Reed & St. John.  
288, 291, 292, 293—Benj. Pringle.  
290, 298—Ryan & Swan.  
296—A. D. Wood & co.  
300—O. Butler & co.  
302, 304—Soper & Fields.  
305—J. N. Stage.  
307, 308, 309—C. A. Donalds.  
311—O. Butler.  
312, 313, 314—S. Kneeland.

316—O. Turner.  
317—J. N. Stage.  
318—Barton & O'Maley.  
319, 322, 329, 333, 336, 360, 362—S. Parmalee & co.  
323, 326, 327—Thomas King.  
330—H. N. Hewes.  
331 to 335—Hawley & Barton.  
332—Gideon Hard.  
334—S. Pierce & co.  
348 to 359 to 367—H. S. Wells.

WASTE WEIRS.

Secs. 1 to J. N. Stage, 1 to Ethan Clark, 3 to J. W. Clark, 1 to L. Seeley, 2 to J. R. Thompson, 3 to O. Butler & co., 1 to J. M. K. Hilton, 1 to Hilton & Tenney, 1 to B. & J. Carpenter, and 1 to A. Webster.

Arkansas.

*Arkansas Central Railroad.*—Below we give the memorial of the Arkansas central railroad company to Congress, for a grant of land to aid in the construction of that work. If Arkansas could carry out a judicious system of internal improvements, she might soon take high rank with her sister States. In natural wealth she is hardly inferior to any one; but her resources have remained undeveloped, for the reason that they have been inaccessible.

People will not settle in new States without the prospective benefits of railroads, which Arkansas has not yet held out. That State will remain as she is, unless she offers to immigrants and capital, the same attractions presented by the other States. To secure this end she has only to open up her territory with a few leading lines of railroad, and all her other material interests will take care of themselves.

MEMORIAL TO CONGRESS.

*To the Senate and House of Representatives of the United States, in Congress assembled:*

Your Memorialists, the undersigned, for themselves and other Stockholders, in the "*Arkansas Central Railroad Company*"—

And for the benefit of the citizens of Arkansas generally, in view of the utility and nationality of the great work resolved upon, respectfully ask your honorable body for a grant of the public lands, to be made to said company, for the purpose of aiding in making the railroad, designed in the accompanying charter, from Memphis, by the way of Little Rock, to the boundary of Texas, embracing alternate sections, for six sections in width, on each side of said road, with the privilege of selecting other lands, where these have been appropriated, and subject to such restrictions, conditions, and reservations, as may be just and proper, analogous to grants heretofore made to Illinois, Alabama and other States, for similar objects.

And in presenting his application, we desire especially to call the attention of Congress to the fact that this work is not, in its character, merely local; but is emphatically, in its main features, and its certain effect, *general and national*; connecting, at one of its termini, with the Mississippi river, and with one of the principal points of concentration of the great railroad system east of that river, it traverses the centre of our State, and, with the other, it doubly annexes Texas to the Union, points directly to the vulnerable part of our frontier, and to distant California, to which it must finally be extended; thus binding the Union together with iron cords of interest and affection—affording at all times a highway for the transportation of troops and munitions of war, for defence, as well as the arts of peace and civilization.

This road will also serve as a basis for a system of roads, west of the Mississippi, by an extension from Little Rock or White river to St. Louis, and from some convenient southern point to New Orleans, to be connected with the river at suitable points by lateral roads. From this basis, railroads will doubtless be extended, within a few years, far up the valleys of White river, the Arkansas, and Red river, into the boundless prairies of the west, developing the vast native resources, peopling, and

extending civilization, to one of the noblest regions of country under the sun.

The State of Arkansas, in salubrity and variety of climate, soil, and production, when these advantages shall have been fully developed, is, perhaps, surpassed by no State in the Union. As a planting and agricultural, as well as a manufacturing State, she has immense advantages; and her undeveloped mineral resources, including immense beds of superior coal, are of themselves sufficient to sustain an empire. She only needs a great central highway, connecting her with her sisters, and with the marts of commerce, unfolding the dormant wealth within her borders; and attracting industry and capital to come and enjoy, in order to relieve herself in proper time from the embarrassments which early and perhaps short-sighted legislation threw around her, and to occupy the elevated position for which she was by nature intended.

It would be useless for us to suggest to your enlightened body, that grants of this kind, carefully guarded, and protected from misapplication, are often much more economically and usefully expended for the public good, under the direction of individual and incorporated enterprise, acting under the high responsibilities of interest and of character, than when placed directly under legislative control. To give examples would be equally out of place. And in requesting this grant, we can only pledge ourselves, personally, as far as personal action and influence can extend, for ourselves and our associates and successors, that if made, as we trust it will be, it shall be faithfully applied to its legitimate objects—the making of the road, and the best interests of the State and the country.

Respectfully,

ROS WELL BEEBE, *Chairman.*  
GEORGE C. WATKINS,  
THOMAS W. NEWTON,  
ABSA LOM FOWLER,  
WILLIAM E. ASHLEY.

Little Rock, Arkansas. December 15, 1851.

Reading Railroad.

*General Account of the Philadelphia and Reading Railroad, November 30, 1851.*

Railroad .....	\$13,350,521 90
Depots .....	212,396 39
Locomotive engines and cars.....	2,276,576 36
Real estate.....	485,827 35

Capital per report Nov. 31st, 1850.. 16,325,322 00

Railroad from Broad and Willow sts. extending 3½ miles to the junction with this road on the west side of the river Schuylkill, purchased from the state and charged to the capital account, per resolution of the stockholders in January, 1851, when securities for \$350,000 were authorised to be issued..... 324,183 43

\$16,649,505 43

ASSETS, VIZ:

Balance of capital account.....	Dr. \$324,283 43
Cash .....	145,828 28
Bills receivable .....	9,496 48
Freight and toll bills receivable first week in December, 1851.....	62,456 92
Real estate purchased in 1851.....	90,116 01
Office on 4th st.....	40,058 65
Debts due to the comp'y.....	437,310 98
Less probable loss.....	24,188 57
Stocks and bonds held by the company, chiefly bonds of the company, payable in 1860.....	221,725 70
Materials on hand, current business of the road.....	207,963 44
Renewal fund.....	18,716 29
Sinking fund, 1836-60.....	3,953 66
1849-70.....	83 27
Total .....	\$1,537,804 54

<b>LIABILITIES, VIZ:</b>	
Bills payable.....	746,666 27
Debts due by the comp'y.....	281,770 79
	1,028,437 06
Coupons to Jan. 1, 1852.....	281,433 00
Interest due on R.E. bonds.....	4,224 15
Dividends due on preferred stock.....	56,840 00
State tax on dividends.....	
Preferred stocks, Nos. 5 and 6.....	5,506 55
	348,003 76
Div. fund, 1850.....	11,666 10
" 1851.....	149,697 68
	161,363 78
	\$1,537,804 54
	Cr.
Stock.....	4,159,832 00
Preferred stock.....	1,551,800 00
	5,711,632 00
Stock entitled to dividends earned after November, 1852, amount created in lieu of same amount of 1836-60 and 1849-70, bonds cancelled.....	393,700 00
	6,105,332 00
<b>LOANS:</b>	
5 per ct. bonds, 1836-60.....	849,600 00
6 " " 1847-56.....	136,000 00
6 " " 1843-60.....	1,572,800 00
6 " " 1844-60.....	1,488,000 00
6 " " 1848-60.....	1,500,000 00
6 " " 1849-60.....	1,424,000 00
6 " " 1849-70.....	
and bonds due in 1850.....	3,039,400 00
	10,009,800 00
Bonds and mortgages real estate....	210,100 00
Balance of capital account carried to debts and assets account viz:	
Securities to be issued in payment of R. R. purchased from the state, and charged to capital account, per resolution of the stockholders Jan. 1851.....	324,183 43
Bond and mortgages real estate paid off.....	100 00
	324,283 43
	\$16,649,515 43
<b>Transportation and Income Account for 12 months, ending November 30, 1851.</b>	
<b>CREDIT.</b>	
Travel, 127,500, equal to 57,593 thro' passengers.....	152,431 64
Freight on merchandise, 63,807 tons.....	123,672 34
Do. on coal, 1,650,270 tons at 122½ c.....	2,018,870 79
U. S. mail.....	9,400 00
Miscellaneous receipts.....	9,955 63
Total receipts.....	\$2,314,330 40
<b>DEBTOR.</b>	
Working expenses.....	493,671 09
" account.....	272,826 98
Depot account.....	34,845 70
Superintendent's account.....	68,534 06
Lateral road expenses.....	3,077 10
Roadway department.....	160,568 53
Dumpage.....	98,842 06
Freight on missing coal.....	4,563 22
Motive power on lateral railroads.....	8,120 99
Rents and ground rents.....	24,258 15
State, county and city taxes.....	5,355 34
Profit and loss, interest, damages and sundries.....	14,096 18
	1,188,936 61
Net profit for the year.....	\$1,125,393 79
Total interest on bonded debt for the year.....	\$606,684 09
Renewal fund.....	716,531 28
Dividend fund for the year.....	408,862 51
Common stock dividend fund for 1851.....	149,697 63

The increase over the previous year in coal transported over the road, is 298,768 tons, and the number of passengers and quantity of merchandise have augmented in about the same proportion.

The cost of transportation for the year has been diminished thus:

On coal..... 7 31-100 per ton.  
On merchandise.. 5 70-100 per ton.  
On passengers... 17 49-100 per through passenger.

The managers believe that the fund appropriated for renewals is ample for all ordinary purposes, and as these salutary improvements have been made to guard against serious damage by freshets, that the balance of \$18,716 29 to the debit of this account will be repaid by the usual appropriations of the coming year.

The double track railway, of 3½ miles in length, purchased of the commonwealth of Pennsylvania, has been relaid with new rails and superstructure, and the bridge across the river Schuylkill thoroughly repaired and strengthened. Such parts as required it have been renewed, and the bridge is thus adapted for the use of locomotives, in lieu of horse power as heretofore.

The entire cost of this work, and improvements upon it, is \$324,183 43. The advantages of this purchase are already clearly exhibited, inasmuch as the expenses on this portion of the road for the past year have diminished \$25,836 61; although a much larger business has been done; and it will hereafter show more favorable results, as until January last, horse power was required on the long bridge across the Schuylkill, a heavy item in the transportation of an article of great weight.

The instalments to the state, which have matured, and the renewals of the road and bridges am't to \$224,470 97. The remaining payments, for which the notes of the company have been given, are \$99,712 46, which mature in ten monthly payments.

The assets of the company have been again valued. There has been some depreciation in a portion of them, while others are enhanced in value. The accruing interest, however, has not been sufficient to meet interest paid, and to cover this deficiency, and provide for any depreciation of the assets, it has deemed proper to appropriate the surplus dividend fund of 1849, amounting to \$19,757 09, for these purposes, for which it is deemed sufficient.

The "debts due the company," include those incurred in the current business and immediately available, amounting to..... 68,171 02  
Do. abundantly secured by real estate.. 95,003 50  
Do. with security (chiefly of real estate)..... 209,220 73  
Do. without security..... 64,915 75

Less probable loss..... 24,188 57  
Total..... \$413,122 41

The stocks and bonds held by the company consist chiefly of those bonds payable in 1860, which were appropriated to settle the then floating debt. For reasons already stated, the managers have not thought it proper to dispose of these securities.

The increase of floating liabilities amounts to \$588,222 34, which is represented by the following assets, viz:

State railroad..... 324,183 43  
Real estate purchased in 1851..... 90,116 01  
Sundry assets now secured by real estate worth the amount..... 78,097 29  
Increase in materials on hand for workshops, etc..... 32,996 62  
Increase in stocks and bonds held by the company..... 32,105 70  
Excess of debts due the company in current accounts..... 30,723 29

\$588,222 34

The very great increase in the business of the company rendered it apparent that, for immediate use, and to meet the future demand, more track room at the terminus of the road at Richmond was necessary, and especially would it become essential

when new wharves on the present unimproved river front at the depot were erected.

The managers, therefore, felt it their duty to assume the responsibility of securing additional ground to the extent of fifty feet in width, for tracks from the wharves to the engine house, a distance of about 1½ miles.

Induced by the same reasons, and influenced by the resolutions of the stockholders, at their last annual meeting, directing improvements on the railroad purchased of the commonwealth, they have secured sufficient ground for a large passenger and merchandise depot, at the corner of Broad and Willow-sts., which improved by the erection of suitable buildings, will enable the company to start the trains with the locomotive attached, from the very heart of the city, and entirely avoid all the expense and delay necessarily incident to the use of horse power.

This, even with the present passenger and merchandise business, is most desirable; but, if it is permitted to look forward to the completion of the great lines of road now projected, to connect the works of the company with others extending to Lake Erie, to the completion of the Lebanon Valley railroad, the connecting link at Reading with the Pennsylvania railroad, extending from Harrisburg to Pittsburgh, and thus with various lines westward, the policy and necessity of securing such advantages for present and future purposes cannot be doubted. A few months might prevent their being obtained at all, except at such exaggerated prices as these prospects would command.

The managers are, however, able to state that if the acquisition of this real estate does not meet your hearty approval, it can be at once disposed of without loss; it could not be again purchased on as favorable terms. Should it, however, meet approbation, provision should be made for its payment.

Some few lots of ground at other points, which the company had heretofore leased, were offered for sale and purchased, their use being indispensable.

These purchases amount to \$90,116 01, independent of the mortgage and ground rents for \$88,704.

The bonded debt of the company is reduced by the investment of the sinking fund \$117,800, there having been over invested in previous years \$4,976 92.

The managers not having disposed of the bonds or other securities, authorized at your last annual meeting, for the reasons already assigned, and having obtained the very valuable real estate heretofore referred to, the company is thus left with an increased floating debt, and the important question naturally arose as to the proper disposition of the surplus profits.

Two years since it was adopted as the permanent policy of the company, that the profits should be annually divided. It was then determined that, even if the assets did not equal the floating debt, other provisions should be made for the payment, rather than resort to the appropriation of the annual profits for that purpose.

The investments in the sinking funds have seriously diminished the cash dividend fund. If this sum had not been so expended, it would have equated six per cent, and it is to be remembered that this investment is for account of the stockholders, and that in January next, the accumulation for 4 years will then be divided among them, in stock, and will equal about twelve and a half per cent, of which about nine and a half per cent is now in the possession of the company; and that thereafter the division will be made annually.

The prospect for the future was never more encouraging for all, directly or indirectly interested in the anthracite coal trade. Without glutting the market, without depression in prices, with profitable results to producer, carrier, and consumer, 1,101,051 more tons have been transported during the past than the preceding year. With the peace and prosperity of the country, the demand seems surely to increase. New channels of trade, and its application to new purposes, are daily presenting wider fields for its consumption. The supply is inexhaustible, and no one can safely venture to place a limit to the demand for future years.

It may well be, that in 1852, all other channels



for the trade will be employed to the extent of their capacity, and that this company may be compelled to use to the uttermost all their means for transportation. The machinery, with such locomotives as may be purchased from renewal fund, in the coming year, may be equal to 1,900,000 tons, and this may supply for that time the wants of the consumer. But it may be proper for you, even now to consider what will be the condition of the company and the trade of 1853. If the other works are employed to their utmost capacity, upon this road will then be cast the necessity of transporting every ton which the increased demand may require.

It rests with you to decide how far it may be prudent to authorize the managers, should the business of the present year, in their judgment, warrant it, to prepare for such results, by erecting more wharves upon the property already owned at Richmond, and purchasing such machinery as may be thus required. The cost of erecting a wharf upon the company's property, of sufficient capacity to ship from 200,000 tons per annum, is about \$45,000, and the expense of machinery will be—

3 locomotives at \$8,500 each ..... \$25,500  
280 coal cars, at \$130 each ..... \$36,400  
or, at the rate of say \$62,000 for each additional 100,000 tons transported. The machinery, even at the low rates of the past year, produces a net profit of 59 cents per ton, or \$59,000 per annum.

The results of the business for the past year, now communicated to you, are regarded by the managers as a just subject of congratulation. It is true that the severe competition has, in some degree, diminished the profits; but, even if it should continue, the proprietors have the satisfaction to know that, while contending under such unfavorable circumstances, six per cent upon the whole capital has been earned.

The small advance of only ten cents per ton on the average freight, (which cannot fail to satisfy the public) will, without any increase in the tonnage, equal \$165,000, or, in other words, an additional profit of 4 per cent the amount of common stock.

That the demand for Pennsylvania's great staple will continue to increase, none can doubt. It has become, by its price, by its ease of transportation, by its economy in use, forever connected with the steam engine, and is thus inseparable from the commerce and manufactures of our country. In their progress will be found the secure basis of the prosperity of this company.

#### Sunbury and Erie Railroad.

We copy the following letter of the president of this road, which is annexed to an address to the people of Pennsylvania in reference to the above project. It contains a large amount of statistical information which will interest our readers.

PHILADELPHIA, NOV. 6, 1851.

*Esteemed Friend:*—In reply to thy note of yesterday, it affords me pleasure to state that the charter of the company, which is one of the most liberal ever granted by the Legislature of Pennsylvania, authorizes the construction of a railroad from Sunbury to Erie, a distance of 286½ miles.

We propose first to build that portion of the road between Williamsport and Erie, a distance of 240 miles.

This accomplished, will form, in connection with the "Cattawissa," "Little Schuylkill" and Reading roads, a continuous chain of railroads from Philadelphia to Erie, without transshipment.

The entire route is within the State of Pennsylvania.

The distance is only 425 miles, being 80 miles nearer than to New York, and 193 miles nearer than to Boston.

The highest grade will be 52 8-10 feet to the mile, and that for only 8 miles.

We propose to pay interest on the instalments from the date of payment, in the same manner as is done by the Pennsylvania railroad company.

The time necessarily required to complete the road will be short. We are informed, on the authority of the first engineering talent of the country, that no portion of the work need exceed two years in construction.

The cost of the road, graded and bridged for a

double track—with a single track laid, and with sixty miles of siding—completed ready for the locomotive, it is estimated will not exceed six millions.

It is believed that at least one-fourth of the whole cost can be raised by subscriptions to the stock of the company, along the line of the route, and that the road can be built and all the materials furnished upon the most favorable terms by responsible contractors and friends of the enterprise, payable one fourth or more in stock at par.

The present low prices of iron and provisions, and the abundance of labor, would enable contracts to be made at prices materially below those paid by most railroad companies now in operation.

The estimate of cost is based on the report of Edward Miller, the engineer, by whom the route was surveyed.

The advantages possessed by our terminus are very great; the harbor of Erie is by far the best and safest on the lake, if not the only one worthy the name.

Its capacity is very great, being about six square miles in extent, and having an average depth of about 20 feet.

It is free from obstruction by ice considerably earlier in the spring and later in the fall.

It is the point at which the competition between the Atlantic cities must take place for the passenger and freight trade of all the railroads running westward from it, by reason of the law of our last Legislature compelling the break of gauge between the Eastern and Western railroads to occur there.

We shall connect at Erie with the entire network of railroads, penetrating in every direction through the western and northwestern States, the aggregate length of which roads, built and in progress of construction, exceeds 3000 miles.

There is probably no country in the world traversed by a railroad, the extent and variety of whose sources of intrinsic wealth exceed those of the country lying between Philadelphia and Erie.

The forest not only offers an opening for the most extensive lumbering operations, but also abounds in the most valuable ship timber.

The Mines possess an inexhaustible supply not only of anthracite and bituminous coal, but also of iron ore.

The Land embraces a vast extent and variety of soil, of great agricultural capacity, much of it of the limestone formation.

The construction of the proposed road must inevitably induce a very extensive improvement in each of those branches of industry, and develop an incalculable amount of wealth now comparatively unproductive for want of such an outlet; while in time those improvements will add largely and rapidly to the business and profits of the road and revenues of the State.

The great Western Lake country with which the proposed road will unite us, contained, in 1810, a population of only 272,000. The five States which have been formed out of the Northwest Territory, bordering on the lakes, now number a population of four millions and a half: being 50 per cent more than the entire population of the United States at the time of the Declaration of Independence.

The territory embraced between the Ohio river and the lakes, from the western boundary of Pennsylvania to the Upper Mississippi, containing about 180 millions of acres of arable land, measures 280,000 square miles, being nearly twice as large as France, and about six times as large as the whole of England.

The trade of the lakes, with which we seek a direct connection, in the aggregate of foreign and domestic imports and exports at the several ports, largely exceeds \$200,000,000 per annum.

The present avenues of travel between the lakes and the seaboard, are not only all doing a profitable business, but they are entirely inadequate to the prompt and satisfactory execution of the business already offering.

I have thus hastily thrown together some of the facts and reasons which we think should induce the citizens of Pennsylvania to furnish the means for building the Sunbury and Erie railroad, and thus open a connection with the lakes shorter and cheaper than any now in existence or projected.

With this, I also send some statements and tables showing—

The estimated cost of the proposed road.  
The comparative distance by it and other routes.  
The cost, receipts and expenditures of the present lines of communication between Lake Erie and the east.

The trade of the lakes.

The increase of the population of the Northwestern States bordering on the lakes.

Which, if thought proper, may be annexed to the report.

Very respectfully,  
D. MILLER, JR.

Estimated cost of building the road from Erie to Williamsport.

Grading and bridging 68½ miles, Erie to Warren.....	\$498,923 00
Grading and bridging 17½ miles, Warren to Williamsport.....	1,715,000 00
Superstructure—240 miles of single track, at \$5,000 per mile.....	1,200,000 00
Superstructure—60 miles of siding, at \$5,000 per mile.....	300,000 00
Laying 300 miles at \$2,000 per mile..	600,000 00
Other expenses.....	350,000 00
	<hr/>
	4,663,923 00
Engineering and contingent expenses, 10 per cent.....	466,392 00
Interest on stock during construction, and margin to cover contingencies, and toward the equipment of the road.....	869,665 00
	<hr/>
	\$6,000,000 00

#### Ohio.

Report of the Directors of the Little Miami Railroad, submitted Dec. 1, 1851.

The gross receipts of the present year have amounted to \$487,815 89, while the same item for the last year was but \$405,697 24, making an increase in favor of this year of \$82,118 65, or nearly twenty per cent upon the receipts of last year.

The expenditures for transportation this year have been \$190,358 32, against the same item last year of \$182,228 58, making an increase of expenses of only 8,129 74 dollars.

The net earnings of the road for this year are.....\$297,457 57  
The net earnings of last year were.... 223,468 66

Difference in favor of this year... 73,988 91

From this exhibit it appears that while the gross receipts of the road have increased in the last year about 20 per cent, the expenses have increased less than 5 per cent, and the net profits have increased about 33 per cent.

The number of passengers carried this year is.....174,089  
The number carried last year was.....144,486  
Difference in favor of this year..... 29,603

Making an increase in the whole number of through and way passengers of about 20 per cent.

It appears from these figures that the business of the road has sustained the same regular increase during the present year, which has characterized it from the commencement; and which we have reason to believe will be continued for some years to come, by the growth of the country, the development of its resources, and the extension of railroads. The slight addition to the running expenses of this year over the last, on the other hand, amounts to a sensible reduction, if viewed in connection with the increased business carried over the road. The increase of the net earnings therefore, is not only very satisfactory in itself, but bears with it the evidence of a healthy growth, which affords assurance of its probable permanency.

Under these circumstances, the board have been enabled to declare the usual dividend of five per cent, payable in stock, and to reserve out of their profits a surplus of \$134,121 15—a result which we trust will be satisfactory to our stockholders. We indulge the confident hope that all future dividends will be made payable in cash, and with this prospect in view, so desirable to the holders of our stock, I deem it a suitable time to recur to the recommendation contained in my report of December, 1848, namely, the adoption of a fixed rate of

dividend, to be maintained from year to year, and the annual reservation of a surplus, to be used as a contingent fund in case of any accidental diminution of our revenue, and in adding to the efficiency of our road, and the safety and comfort of our trains. It is now evident that the net earnings of the road will exceed ten per cent. annually, and presuming that a regular annual income of that amount, would satisfy those who hold our stock for investment, we again suggest, that while every proper exertion and all proper economy be used to maintain the half yearly dividends at 5 per cent, so that the stockholder shall have every reasonable assurance of receiving not less than that rate, all the surplus over that, shall, after retaining a liberal contingent fund, be expended upon the road, depots, machinery, and facilities for business.

Having alluded at some length, in several former reports, to the railroads leading to Cincinnati, which were then contemplated, or under construction, I consider it unnecessary to repeat the information contained in those communications, but shall confine myself to such additional remarks, as are suggested by the more recent progress of the railroads leading to that point. The railroads made and projected in Ohio, are numerous, yet it may be safely asserted of the most, and perhaps of all of them, that their prospects for usefulness and profit are highly favorable. The great fertility and abundant resources of our country, ensure full employment to all the avenues of trade, and must give a valuable local business to railroads leading from the interior to places of sale or shipment, while the central position of this State renders it a natural thoroughfare for a very large portion of the trade and travel of other parts of the Union.

The completion of the railroads connecting this city with Cleveland, has opened, as was expected, a highly popular route of travel. Leaving our road at Xenia, it passes over the fine track of the Columbus and Xenia railroad, to the former city, and thence by the Cleveland, Columbus, and Cincinnati railroad, to the lake, where steamboats of the first class are in readiness to proceed to Buffalo or Dunkirk. The alternation of land and water conveyances, with the advantage of resting at night on board of comfortable steamboats, give to this route great attractiveness, and caused it to be thronged with passengers during the past season. Being the first year of this line, the connections with the more Eastern conveyances proved imperfect, and delays occurred of a very vexatious character, which we have reason to believe gave satisfaction to those who passed over them, and we have no hesitation in believing that this will continue to be a favorite route for travel during the summer months.

The Lake Shore railroad connecting with the last mentioned at Cleveland, and running thence by the margin of Lake Erie to Erie, Dunkirk, and Buffalo, is in a state of rapid progress, which we understand will bring it to completion in the early part of the ensuing year. This is a very important road for Ohio, as it will supply the link in this chain, which is cut off by the closing of the lake navigation in the winter, while it will dispense entirely with the necessity of crossing the water, at any season, for those who do not prefer it.

Several interesting railroads, which had previously been projected, or commenced, have, we think, received new impulse from the very serious inconvenience experienced during the last summer and autumn, from the dry weather, and the consequent suspension of river navigation; as well as from the growing conviction, of the imperative demand for this form of conveyance, to carry on the great and rapidly increasing business of the country.

The enterprising citizens of Pittsburgh are pushing forward their communications with our State, by two railroads, one of which will connect them directly with Cleveland, and both of them with Cincinnati; and within a few months we hope to see an active and naturally profitable intercourse, between these cities, carried on over our land.—Other connections between the same points are contemplated, by way of Washington, Pa. Wheeling, and Zanesville, and also by way of Steubenville, offering advantages which will probably lead to their construction at an early day. In a few

months also, the communication between Pittsburgh and Philadelphia, by railway, will be complete, and the distance between the latter city and Cincinnati, will be passed over in about two days, through a country of unrivalled fertility and resources, and which will attract passengers by the beauty and diversity of the scenery through which it will pass.

We have heretofore called attention to the several routes by which our city will be connected with the Baltimore and Ohio railroad. The railway from Columbus to Zanesville, and thence to Wheeling, has been commenced under favorable auspices, and passing, as it does, through a country abounding in resources for its construction, and for its profitable maintenance, cannot fail to proceed rapidly to completion. Another road, leaving ours at Morrow, and passing through Circleville and Lancaster, will also seek its eastern connection at Zanesville; and this, likewise, will traverse a country abounding in resources, and become a valuable tributary to the business of Cincinnati.

The Cincinnati and Marietta railroad is partly under contract. This crosses the fertile valley of the Scioto at Chillicothe, and passing through a region of inexhaustible deposits of coal and iron, strikes the Ohio river at Marietta; and also, as we understand, by a short branch, reaching the same river opposite to Parkersburg, and there connecting with the Baltimore and Ohio railroad. From Marietta, it is proposed to stretch eastwardly by railway to Wheeling, and thence to seek a connection with the Pennsylvania Central road, by what is known as the Hempfield road.

A section of the Belpre railroad is nearly finished, from Loveland's, where it leaves our road, to Hillsborough. It is proposed to extend this road across the Scioto valley south of Chillicothe, and over the same mineral region alluded to above, to the Ohio, near Parkersburg, to unite there with the Baltimore and Ohio railroad. We have no definite information as to the state of progress of the extension of this road; the part completed will connect with a fine agricultural region, and form a valuable avenue for trade.

Having spoken of the Dayton, Hamilton and Cincinnati railroad, in a former report, it is only necessary to add here, that this fine avenue for travel and commerce, is now in full operation, with fair prospects of fulfilling the most sanguine expectations of its friends. The connections of that road with Indianapolis, and with northwestern Ohio, which are in rapid progress, will complete an immense system of railroad intercommunication, between this city and an agricultural region of vast extent and unrivalled productiveness.

I have also alluded heretofore to the importance of the great avenue which is to connect this city with St. Louis, and with the broad country lying intermediate; and only remark further that its completion, which it is hoped will not be long delayed, would form an era in the history of each of the cities interested in it, and would constitute an important event in western commerce, and in the prosperity of a large scope of country traversed by it.

The very interesting road, connecting the cities of Covington and Lexington, and which will give to Cincinnati a channel of business extending into the richest counties of Kentucky, and thence to reach still further south, is, I am happy to say, proceeding prosperously to an early completion.

During the low water of the last autumn, while the business and intercourse between this city and Louisville were much interrupted, the subject of a railway connection between these cities was agitated, and the project received with such favor by public, as to leave no doubt that it will be immediately carried into effect. A highly favorable act of incorporation has been granted by the Legislature of Kentucky; and the country has been examined sufficiently to authorize the belief, that a location, not only practicable, but very favorable, may be obtained, over which a road may be constructed, at a moderate expense, which will not exceed one hundred miles in length. The success of such a road cannot be doubted. It cannot fail to become a crowded thoroughfare, profitable to the holders of its stock, and of immeasurable benefit to the flourishing cities, which will form its termini, and which, whatever rivalry may exist between

them in other respects, have in this great enterprise a mutual and predominant interest.

JACOB STRADER, President.

The report further states that the long continued drought, during the year, throughout the west, by drying up the streams, and by the general check it gave to business diminished the amount of freight, while from the impossibility of using the Ohio river as a route of travel, the number of passengers has largely increased. The harvests in Ohio the past season have been most abundant, and still remain to be sent to a market over her roads. "One cause of the great increase of travel," says the report, "which may be considered permanent, may be mentioned the attractiveness of the route, through Ohio to Cleveland, and over the lakes, by which the trip, either by Buffalo or Dunkirk, to the eastern commercial cities, is accomplished with a degree of speed and comfort heretofore unknown, and with scarcely any danger or fatigue; while, for those who journey for health or pleasure, our connections with the great northern lakes, and with the fine railroad and steamboat lines leading to Niagara, Saratoga, Newport, Montreal, Quebec, and other places of resort, give to our road great advantages."

The report speaks in the highest terms of the superintendent, and the operations of this department of the road. No accident has occurred during the year involving loss of life, nor any very serious destruction of property.

During the year, the work of improvement has been prosecuted with unremitting attention, and the whole track from Cincinnati to Xenia has been relaid with a heavy rail. Similar repairs would have been carried to Springfield, but for the detention of the iron, by low water. This work will be completed in the spring. The whole road is in good order, and will compare favorably with our best constructed roads in every respect.

The board propose to commence immediately the laying of a double track, to begin at Cincinnati. They intend to put down five or six miles next year, and continue it from year to year till it is carried all the way to Springfield.

The entire cost of the road, 84 miles, is \$2,409,748 99. The bonded debt of the company is \$1,097,000, being an increase of \$381,000 on the past year. These bonds were issued for the purchase of iron, with which to relay the road, and pay off the floating debt. The capital stock of the company has increased by the sum of \$208,221 by the conversion of bonds into stock, and by the payment of debts by issue of stock, together with the two dividends of 5 per cent each. Of the new loan, \$158,040 44 has been disposed of.

The whole receipts during the past year have been \$857,852 45. The expenditures \$819,859 93, leaving \$37,992 52 in the hands of the treasurer.

The cost of running the trains the past year has been 63.11 cents per mile, against 63.77 for 1850, and 77.08 for 1849. The net current expenses have been only 39.02 per cent of the current receipts.

The total number of through passengers taking Xenia and Springfield as points, has been 90,531; way, 83,558; total, 174,089. Amount received from passengers, \$224,737 99; freight, \$246,591 17; mails, \$16,516 73; total, \$16,516 63. The company own 25 engines, 18 passenger, and 234 burden cars.

#### New York.

The Lake Shore road, from Dunkirk to Erie, Pa., has been opened for traffic, leaving only about 66 miles of staging between Dunkirk and Cleveland.



**Finances of St. Louis.**

As the securities of the City of St. Louis are soon to come into market, to a considerable extent, to pay off her subscriptions to the stocks of the Pacific and the Ohio and Mississippi Railroads, we give the following view of her financial condition taken from the recent Message of the Mayor, to the City Council, and the Comptroller's Report accompanying it.

The total debt of the City amounts to \$1,536,096 10. A considerable portion of this has been incurred for River and Harbor and for various City improvements, and has been judiciously expended. The above sum includes \$75,000 of stock issued to the Pacific Railroad. The following is from the Comptroller's Report:

The following statement shows the amount of debt falling due in each year:

\$105,000	in 1852	\$95,500	in 1865
43,600	" 1853	70,000	" 1866
5,000	" 1854	50,000	" 1867
43,000	" 1855	100,000	" 1868
28,700	" 1856	200,000	" 1870
10,000	" 1857	357,000	" 1871
33,000	" 1858	23,000	" 1872
34,000	" 1859	70,000	" 1876
22,000	" 1860	25,000	" 1890
90,000	" 1862	50,000	" 1895
4,000	" 1863	1,400	at various dates
75,000	" 1864		from 1853 to 1861.

For the payment of harbor bonds (\$117,000) and the common sewer bonds [\$42,000] with the interest on the same, there is a fund provided by special tax.

The interest on the bonds issued in payment of stock in the "Pacific Railroad Company," is guaranteed by the company until such time as they shall declare dividends of the profits upon any portion of the road, equal to six per cent. per annum, upon the cost of the whole road, or otherwise, so soon as the road is completed and in operation.

Under that provision of the charter which provides that the surplus revenue of one year over the preceding, shall be appropriated only for the payment of bonds or the erection of water works, there has been appropriated of the surplus revenue of the present year one hundred and eleven thousand four hundred dollars, and \$86,400 of bonds already due have been paid, and the balance will be applied to the payment of twenty-five thousand dollars of harbor bonds due Jan. 1, 1852. By this appropriation we have been enabled to retire and cancel the ninety-three bonds issued to liquidate bonds maturing in April, May and June, and I have accordingly cancelled them, and destroyed the coupons by burning them in the presence of the Mayor, Auditor and Treasurer.

From the foregoing statement, giving the amount of bonds falling due in each year, it will be seen that the amount maturing in any one year prior to 1870, is less than what has been provided for out of the surplus revenue of the present year, and with an equal prosperity in the future, the bonds may be met from this source without the necessity of renewal. The increase of the revenue of the present year over last, is over 30 per cent., while an increase of 15 per cent. next year, over this, will give ample funds to pay the bonds then maturing, and an increase of ten per cent. per annum, on the revenue of the present year, will pay all the bonds now outstanding, as they become due, with the exception of those falling due next year.

It gives me great satisfaction to be able to inform you that the credit of the city is steadily and rapidly appreciating in the estimation of capitalists abroad, as is evidenced by the applications at this office for the purchase of city bonds, and by recent sales.

I recently made sales of \$20,000 six per cent. bonds at 93½c here, and have since learned that a part of the bonds issued to the "Pacific Railroad Company" have been sold in Europe at a price which netted the company 95c. In view of these facts, and with ample funds in the treasury to meet all the engagements of the city for several months to come, I have, with the approbation of the Mayor, instructed the fiscal agents of the city to

withhold the bonds in their hands for sale, unless they can be sold at 95c. or more; and I have good reason for believing that they will soon be able to dispose of all the bonds on hand at that price, and probably a higher figure.

That the policy of using the credit of the city to procure means for construction of permanent and necessary improvements is correct, I think is clearly demonstrated by the increased value of property in those neighborhoods where these improvements have been recently made; and a few years more of a judicious use of this policy, will enable the city to complete all improvements of this kind, and will render it unnecessary to use her credit further for this purpose. While the increased value of property throughout the entire city, induced by these improvements, will render it an easy matter to liquidate the indebtedness as it becomes due, at a comparative low rate of taxation.

The total amount of receipts into the Treasury for the past year were \$714,195 80. Of this sum, \$348,275 81 were received from merchant and harbor taxes, \$273,443 27 from loans, and the balance from various sources of permanent revenue, making the aggregate income, independent of loans, \$440,752 63. The expenditures for the same period were \$470,791 44. Of this sum over \$100,000 have been expended for works of permanent improvement, such as the new Water Works, City Hall, Market House, etc., which will yield handsome revenue when completed.

The City will soon incur further contingent liabilities to the amount of about \$1,000,000, being the aggregate of the loans voted to the Pacific Railroad, which is now in progress from St. Louis to the west line of the State, and to the Ohio and Mississippi Railroad, from Cincinnati to the former city. Both of these works will be of great utility to the city; vastly more so than the amount of aid to be extended to them. But as there is good reason to believe that both projects will prove good investments, the stock taken in them by the city, will not, in reality, be any additional burden upon its finances.

The population of the City of St. Louis increased from 16,000 in 1840, to 80,000 in 1850, notwithstanding its terrible suffering from the cholera and from the great fires in 1849 and 1850. It is destined to be one of the first cities on the continent. Its rapid growth for the past ten years may be taken as a pledge of its future progress. Situated centrally on one of the greatest rivers in the world, and near the junction of three of its most important tributaries, the Missouri, the Ohio and the Illinois, soon to be the centre of important lines of Railroads, it cannot fail always to maintain an important rank among our leading cities.

**Finances of Ohio.**

We give below such part of the late message of the Governor of Ohio as relates to the finances of the State.

The public credit has been maintained and the public faith preserved inviolate. The ability of the citizens to meet, promptly, every public engagement, admits of neither question nor doubt. The management of the public works, including the State Capitol, has been economical and satisfactory.

It will be seen, in the statement of the Auditor, that our public debt, notwithstanding it has gradually diminished, is still large; but our resources, with judicious management, and with rigid economy in the administration of our financial affairs, in all the departments, are believed to be ample to meet any exigency that will, probably, arise; to pay the ordinary expenses of the State Government, and, eventually, to liquidate the debt, without any essential increase to the burthens of the people.

The receipts and disbursements of the current year are as follows:

**RECEIPTS.**

Proceeds of taxes for 1850, for general revenue, canal and school funds, including miscellaneous items.....	\$1,429,207 39 5
Canal tolls, water rents, dividends on stock in canal, railroads and turnpikes, and tolls on Western Reserve and Maumee roads, and on National road.....	938,732 96 0
Proceeds of sales of canal lands and school and ministerial lands....	141,594 86 3
Principal and interest on surplus revenue fund of counties.....	280,699 99 4
Received from fund commissioners for redemption of State bonds and miscellaneous items.....	26,498 53 0
Taxes received from banks and foreign insurance companies....	61,922 97 0
	\$2,878,656 71 2

Balance in the Treasury, 15th November, 1850..... 130,412 12 0

Amount applicable to the disbursements of 1851..... \$3,009,068 83 2

**DISBURSEMENTS.**

Bills drawn upon the Treasury and old claims and uncurrent funds, credited to the Treasurer.....	\$478,685 84 7
Payments made on account of interests and State debt.....	1,241,071 49 0
Payments from the Treasury, on account of principal of State debt	
School funds paid to counties, being Common School fund and interest on trust fund.....	264,077 87 6
Paid on checks of commissioners of board of public works, for repairs of canals and public works owned by the State.....	298,425 61 9
Miscellaneous items, Sandy and Beaver canal three per cent fund, etc.....	426,122 94 0
	7,975 80 4

Amount of payments out of the Treasury, during the year ending Nov. 15, 1851.....	\$2,696,369 57 6
Balance remaining in the treasury 15th Nov. 1851.....	\$812,669 25 6
Our State debt is as follows:	
Five per cent. stocks.....	\$1,175,600 00 0
Six per cent. stocks.....	13,901,793 17 0
Domestic bonds, bearing interest..	448,101 71 0

Total amount of State debt, and annual interest thereon..... \$15,584,893 88 0

There is, besides, the irreducible fund, composed of school and trust funds, arising from the sale of school, ministerial, salt and university lands, paid into the State Treasury prior to the 15th November, 1851, upon which the State pays six per cent. interest forever, to wit:

School section No. 16.....	\$1,227,926 84 4
Ministerial section No. 29.....	41,368 59 4
Virginia military school lands....	141,674 35 7
United States military school lands.....	120,272 12 0
Connecticut western reserve school lands.....	177,495 86 8
Moravian school lands.....	2,662 97 0
Salt lands.....	41,024 05 2
Ohio university lands.....	1,897 39 0

Total amount of school and trust funds held by the State, upon which six per cent. is payable forever..... \$1,754,322 19 5

As the interest on this amount, and on the principal, is to be paid by the State, the principal is not classed as a part of our public debt.

**Missouri.**

*Pacific Railroad.*—The directors of this road for the current year are as follows: James H. Lucas, Hudson E. Bridge, James E. Yeatman, Edward Walsh, Louis A. Labeaume, James Harrison, Luther M. Kennett, John C. Rust, Thomas Allen,

Daniel D. Page, Joseph Charles, Joshua D. Brant  
George Collier.

## American Railroad Journal.

Saturday, January 17, 1852.

### Stock and Money Market.

There has been a decided improvement in the money market since our last. The rates on paper and call loans are lower. Investments both in railroad stocks, and securities are more freely made though the improvement in this respect as yet consists in the greater activity of the market, rather than in appreciation of prices. The demand for our best securities for foreign investment is good and a much larger amount of this class than is a present upon the market, would find a ready sale. All this has a very favorable effect, as it enables the holder of a security that is marketable abroad to fill its place with one equally good, but not so well known. These last, will in time fill the condition of the foreign demand, and soon give place to others.

On the whole there seems to be every indication that all our new projects that can make a good show of means, will be able to sell their securities at what are considered fair rates, say at from 80 to 90 per cent. We may state it as a general rule, that all good projects that can with their own means prepare their road bed for the rails, will find no difficulty in borrowing sufficient in this market to complete their roads. There is a good feeling toward western projects and with an easy money market, there will be every disposition to help them forward.

Railroad securities may be divided into two classes; 1st, those of roads completed; 2d, those of roads in progress. It is very easy to see that the former have a great advantage over the latter, as far as the foreign market is concerned. Our own people are governed more by prospective than immediate results. Not so with the foreigner. If he puts his money into our roads in progress, he guarantees its judicious and economical application, as well as the prudent management of the road. He assumes a double risk. But after it is completed, and has developed its capacity for business, he has all the data before him necessary to a correct estimate of the value of the property. The only thing problematical is the future management of the road. It is for these reasons that the bonds of roads in operation are so much quicker in the market than those in progress, and that we have so often urged upon companies not to press their securities upon the market, until after the completion of their roads.

There has been and is still a good demand for western county bonds, those of the Ohio counties in particular. They properly rank among our best class securities, as only a small amount is issued by any one county, and as the whole public and private, or individual property in the county is pledged for their payment, and in default of this may be seized on legal process. No better security can be made, than an issue of \$100,000 by a county having a valuation say of \$10,000,000. The county bonds are generally issued in payment of stock subscriptions, and if the road turns out well, as is generally the case, the stock will sell at par, which relieves the counties of the burthen. At the same time, no road can pass through any county either in Ohio or Indiana, without at once adding millions to the value of its property. A road thus cre-

ates the very means for the payment of the securities named. The amount of this class of bonds is limited, as neither the States of Ohio nor Indiana permit any further issue. And it only in a few of the western States that they have been resorted to.

We give this week the report of the Miami railroad. It will be seen that its affairs are in a most prosperous condition, and promise for the future a regular cash dividend of at least 10 per cent.—We believe that all the bonds of the company entitled to that privilege, are being converted into stock. The above may be taken as a good illustration of the success of western railroads as paying projects. Every one that has yet come into operation has, we believe, been uniformly successful.

In another column will be found a list of the successful bids for the New York and Erie railroad loan. Though the rates bid average about 87½, yet the net to the company is only 86, on account of the back interest allowed. The discount on the sale is \$420,000, equal to a 7 per cent dividend upon the stock of the company. After the proceeds of the same shall be applied to the liabilities of the company, there will still remain a floating debt of nearly \$1,000,000, and nothing yet accomplished towards a double track. How this is to be provided for is not apparent to our minds.

The report of the Reading railroad company will be read with interest. We give it entire.

The earnings of the Norwich and Worcester railroad for the month of December were \$18,731 16, against \$18,118 10 for 1850.

The Watertown railroad company has declared a semi-annual dividend of 5 per cent. The Delaware and Raritan canal and Camden railroad company has declared a semi-annual dividend of 5 per cent.

The earnings of the Ogdensburg railroad in December were:

Freight department.....	\$24,533 89
Passenger department.....	4,484 05
Total.....	\$29,017 94
Earnings in December, 1851.....	17,258 87

Increase over Dec. '50..... 11,759 07

The Macon and Western railroad company has declared a dividend of 4 dollars per share on the consolidated stock and 2 dollars per share on the unconsolidated stock.

We have received the last annual report of the Philadelphia, Wilmington and Baltimore railroad, which we shall give in our next number. The following is a brief statement of the operations for the past year:

Receipts.....	\$580,723 68
Expenses.....	379,199 38
Net receipts.....	201,524 32
The total receipts of the Newcastle company for the same period were..	137,286 74
Total expenses, including tax on capital, and interest.....	133,993 10
Surplus.....	3,293 64
Joint surplus.....	204,817 96
½ per cent dividend, Oct. 1st, and tax.	135,905 00
Surplus after dividends.....	68,912 96
Wilmington and Baltimore railroad.....	\$46,926
Newcastle co.....	21,000
	67,926 00

Leaving a sum of..... 986 96

Which, added to balance of revenue account, per last report, \$52,211 20,

The operations of the United States Mint from January 1st to January 10th, inclusive, were as follows:

	Deposits.	Coinage.	Payments.
Gold....	\$2,152,600	836,252	2,993,071 98
Silver.....	13,000	4,500	1,723 60
Total..	\$2,165,600	840,752	2,994,794 58

The shipments of specie for the past week were \$805,081. The shipment by the steamer of Wednesday was \$600,253. The receipts of California gold for the week per the Daniel Webster and the El Dorado, are estimated at \$1,900,000.

The gross receipts of the Columbus and Xenia railroad, (54 miles long,) the connecting link between the Cleveland and Columbus and the Little Miami road for 6 months, ending the 31st December last, was \$132,104 16. The gross receipts for the year ending the same day were... \$212,227 51. The entire expense of running, interest on its debt, salaries, depreciation of machinery and all other expenses was..... 76,125 21

Leaving net earnings for the year.... \$136,102 31

The company will be able to declare a dividend of 6 per cent for the last six months, with a large surplus.

The above receipts for the past year embrace two or three months early in 1851, when the Cleveland and Columbus road was not open, and four months before it was in complete operation.

The president of the company estimates the receipts of the coming year at \$50,000 more than the last year's earnings.

The gross earnings of the Hudson river road the past year have been \$403,952 32. Expenses for the same period \$338,277 97, leaving for net profits \$65,674 35, which is only about 15½ per cent of the gross receipts, certainly a very discouraging result.

The Hudson River road will cost at least \$12,000,000. It will, next to the Erie, be the most expensive road in the United States. The amount of stock paid in is \$3,310,552 17 leaving \$8,689,447, 83, to be raised in its bonds. It will take \$608,261,34 to pay the interest on this amount. From the low rate at which the road must carry both passengers and freight to compete with the river on one side, and the Harlem railroad on the other, we estimate running expenses at 66½ per cent. of the receipts. (We have seen that for the past year the proportion of expenses and receipts, have been as 84½ to 15½.) The road must earn \$1,824,784, or \$152,000 per month to pay interest on its indebtedness. Can it do this? If not what is to become of its stock? At a cost of \$12,000 the cost per mile will be \$83,500. The Boston and Worcester road cost about \$72,500 per mile. The length of that road and branches is 69 miles. It earned last year only a fraction over \$700,000. We doubt whether the Hudson River can earn as much per mile. If so, the gross earnings of the latter would fall a little short of \$1,500,000. Deducting from this the running expenses of the road 1,000,000 dollars and we have only 500,000 dollars to meet interest on bonds, not enough for this purpose by 108,261 34 dollars.

Our belief is that the Hudson River road after it shall be completed with its double track, cannot exceed 125,000 dollars per month. The Harlem road has the advantage of the Hudson in being so much more accessible from every part of the city. A person stopping as far up town as the New York or Metropolitan Hotels, will find it much more convenient to take the latter, than the former, for Al-



bany. The great trouble with our New York roads is that they cost too much money.

We are beginning to receive accounts from the great South-Western Railroad Convention held at New Orleans the 5th inst. We are looking for the full report of its proceedings with much interest. The Convention was the commencement of an organized Southern movement in the cause of internal improvements. Up to the present time, the most of the Southern States have remained in the contented enjoyment of their natural advantages, without an effort to increase their value by the application to them of the contrivances and improvements of the present age. The result has fully shown, that the superiority of their position and resources, unassisted by artificial appliances, has been no match to the superior enterprise of their Northern neighbors, who have, by their Railroads and Canals, virtually changed the course of the Mississippi River, making its outlet at New York, instead of New Orleans. The latter city, which is the life and soul of the movement referred to, feels herself compelled to act from the sheer necessity of the case. Unfortunately for her, the Northern States will have nearly accomplished their projects before she has moved in hers. She has now a double task before her; to build her proposed works, and change the current of trade after they shall be completed. We are glad to see that she is in no way intimidated by the magnitude of the task before her.

The following are the successful bids for the recent Erie railroad loan:

Ward & Co.	\$600,000	87 50
Do.	400,000	87 50
N. R. Cobb & co.	250,000	87 50
T. J. Townsend.	550,000	87 50
Do.	250,000	87 55
W. & J. O'Brien.	100,000	87 51
Do.	5,000	87 52
Cammann, Whitehouse & co.	30,000	87 50
Benj. Loder.	100,000	87 50
W. S. Hoyt.	50,000	87 50
Do.	50,000	87 50
Weeks & co.	100,000	87 50
Dan. S. Miller.	50,000	87 51
H. Shelden.	50,000	87 51
A. B. Baylis.	50,000	87 50
S. B. Chittenden.	10,000	87 55
Shep'd. Knapp.	50,000	87 51
Pollard, Jenkins & co.	5,000	87 51
G. W. Pratt.	15,000	87 52
W. L. Seymour.	15,000	87 50
Norman White.	15,000	87 50
W. H. Smith.	20,000	87 50
G. Morris.	10,000	87 50
F. W. Edmonds.	5,000	87 50
D. G. Miller.	50,000	87 51
DeLaunay, Iselin, & Clarke.	70,000	87 51
Almut Reed.	10,000	87 50
W. Mather.	5,000	87 50
H. Suydam.	20,000	87 51
Samuel Marsh.	50,000	87 53
A. L. Lynn.	5,000	87 50
Do.	5,000	88 00
H. Brewer.	1,000	88 00
H. Baylis.	5,000	89 00
W. E. Dodge.	50,000	87 50
J. B. Garner.	20,000	88 00
Stephen Whitney.	20,000	87 55
H. Ramsdell.	40,000	87 51
F. R. Griffin.	35,000	87 51
W. E. Dodge.	50,000	87 55
T. Dwight.	3,000	87 50
H. Hotchkiss.	50,000	87 51
C. Smith.	75,000	87 55
H. J. N. Phelps.	75,000	87 55
Theo. S. Draper.	100,000	87 52
Powell, Ramsdell & co.	100,000	87 50
Do.	50,000	87 53
E. Riggs.	10,000	88 50

W. Marsh.	40,000	87 55
D. Clarkson.	10,000	87 54
Do.	10,000	87 56
Do.	10,000	87 58
A. G. Jones.	20,000	87 51
B. Loder.	50,000	87 51
Willetts & co.	10,000	87 51
C. M. Leupp.	60,000	87 61
Horace White.	25,000	87 55
C. R. White.	25,000	87 55
J. J. Van Nostrand.	10,000	87 50
J. Thompson.	30,000	87 51
G. W. Gale.	50,000	87 55
N. G. Smith.	25,000	87 55
C. and U. J. Smith.	25,000	87 55
W. Murphy.	4,000	87 52
E. J. Brown.	10,000	87 52
Moses Allen.	25,000	87 51
Do.	25,000	87 54
W. B. Skidmore.	20,000	87 50
H. V. Shelden.	100,000	87 50
M. O. Roberts.	50,000	87 50
W. Marsh.	50,000	87 50
Do.	30,000	87 52
H. Hotchkiss.	20,000	87 51
P. Hall.	9,000	87 50
G. B. Hall.	3,000	87 50
D. H. Nevins.	20,000	87 50
Do.	30,000	87 52
H. P. Morgan.	25,000	87 51
Do.	25,000	87 50
R. and B. Skidmore.	5,000	87 50
L. and B. Kirby.	15,000	87 50
Wm. Burt.	30,000	87 50

### Railway Share & Stock List;

CORRECTED WEEKLY FOR THE

AMERICAN RAILROAD JOURNAL.

NEW YORK JANUARY 17, 1853.

### GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	101
U. S. 6's, 1856	104
U. S. 6's, 1862	113
U. S. 6's, 1862—coupon	114
U. S. 6's, 1867	116
U. S. 6's, 1868	115
U. S. 6's, 1868—coupon	118
Land Warrants	140a145
Arkansas 6's	52a53
Alabama 5's	91a92
Indiana 5's	84
Illinois 6's, 1870	65a68
Kentucky 6's, 1871	106
Massachusetts sterling 5's	105
Massachusetts 5's, 1859	97
Maine 6's, 1855	103
Maryland 6's	102
Michigan	—
Mississippi	—
New York 6's, 1855	103
Ohio 6's, 1860	109
Pennsylvania 5's	90

### RAILROAD BONDS.

Atlantic and St. Lawrence, 6 per cent.	85
Baltimore and Ohio, 1867	89
Boston and Providence 6's, 1855	101
Boston and Worcester 6's, 1855, convertible	107
Bost., Concord and Mont. 6's, 1860, mortgage	87
Cheshire 6's, 1860	91
Connecticut River 6's, convertible	89
Erie 7's, 1859	102
Erie 7's, 1868	109
Erie income 7's	94
Hudson River 7's, 1853	101
Michigan Central, convertible, 8's, 1856	104
New York and New Haven	102
Norwich and Worcester, mortgage, 1860	80a85
Old Colony, 1854	97
Ogdensburg 7's, 1859	92
Portsmouth and Concord	80a85
Passumpsic 6's, 1859	94
Rutland 7's, 1863	89
Reading mortgage, 1860	78
" " 1870	72
Sullivan, mortgage 6's, 1855	67
Vermont Central 6's, 1852	93
" " 6's, 1856	85
Vermont and Massachusetts 6's, 1855	83

### RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Jan. 7.	Jan. 14.
Albany and Schenectady	69	97
Atlantic and St. Lawrence	60a65	—
Androscoggin and Kennebec	30a35	—
Boston and Maine	103	103
Boston and Lowell	106	106
Boston and Worcester	99	99
Boston and Providence	85	85
Bost., Concord and Montreal	35	35
Baltimore and Ohio	64	63
Baltimore and Susquehanna	34	—
Cheshire	47	46
Cleveland and Columbus	—	—
Columbus and Xenia	—	—
Camden and Amboy	—	—
Connecticut River	58	58
Delaware and Hudson (canal)	99	99
Eastern	95	94
Erie	81	78
Fall River	99	99
Fitchburgh	103	103
Georgia	—	—
Georgia Central	—	—
Harlem	68	69
Hartford and New Haven	115	115
Housatonic (preferred)	—	—
Hudson River	69	66
Kennebec and Portland	50a55	—
Little Miami	—	—
Long Island	16	16
Mad River	—	—
Madison and Indianapolis	90	98
Michigan Central	95	94
Montgomery and West Point	—	—
Michigan Southern	103	102
Manchester and Lawrence	86	87
Morris (canal)	14	14
New York and New Haven	111	113
New Jersey	—	112
Northern	65	64
Nashua and Lowell	104	104
New Bedford and Taunton	116	116
Norwich and Worcester	55	49
Norfolk County	14	14
Ogdensburg	27	27
Old Colony	64	62
Passumpsic	65	65
Pennsylvania	—	—
Pittsfield and North Adams	95	—
Philadelphia, Wilm'gton & Balt.	29	29
Petersburg	—	—
Richmond and Fredericksburg	—	—
Richmond and Petersburg	—	—
Reading	60	57
Rochester and Syracuse	114	106
Rutland	37	31
Stonington	51	50
South Carolina	—	—
Syracuse and Utica	123	—
Sullivan	10a20	20
Taunton Branch	109	109
Troy and Greenbush	90	—
Tonawanda	—	—
Utica and Schenectady	129	127
Vermont and Canada	99	99
Vermont Central	24	24
Vermont and Massachusetts	26	26
Virginia Central	—	—
Western	100	102
Wilmington and Raleigh	56	—
York and Cumberland (Pa.)	18	17

### Massachusetts.

*Petersboro' and Shirley Railroad, N. H.*—The track of this road has been completed as far as Mason village, in N. H., so that the branch now extends from Groton Junction to Mason village. The whole line is over twenty miles in length, about fifteen of which belongs to the Massachusetts company, terminating at the line of the State, and the balance to the New Hampshire corporation. The cars have run into Mason village several times, and will soon make their regular trips to that point. It is not probable, we learn, that this road will be extended beyond this point at present.

**Erie Canal.**

The work of enlargement on this canal, under the recent provision of the Legislature, has now commenced in good earnest. We give the names of the contractors in another column. It is supposed that the entire cost of the enlargement will fall within \$9,000,000. It will be completed in three years. The canal when enlarged will have a depth of 6½ feet of water, and will allow the passage of boats of 224 tons burden: equal to the tonnage of a good sized brig. The capacity of the canal will be more than doubled by the enlargement. It is estimated that a traffic of seven millions of tons can be easily accommodated, and a much larger amount, should the canal be taxed to its utmost capacity.

When the enlargement shall be completed, the western division of the canal, from Buffalo to Montezuma, will be fed from Lake Erie, a distance of 160 miles. The present limited capacity of the canal will not allow a sufficient flow of water for this purpose. The enlargement will in a great measure relieve the drain upon the Genesee river, and leave its water for the manufacturing establishments at Rochester, from which it is now drawn in the dry season, to the great injury of that flourishing city.

The long level of 70 miles occupies the summit, and corresponds to the passage of the crest of the Alleghenies by other works. This level is fed by the Black river, which is diverted from its natural course to Lake Ontario. The supply from this source can be made equal to any emergency.

It is estimated that after the enlargement, property can be moved upon the canal at a cost not exceeding *three mills* per ton per mile. Allowing two mills more for tolls, the cost of transportation, including all charges, will be reduced to five mills per ton per mile, or about \$1 75 per ton from Albany to Buffalo, a distance of 350 miles, or \$2 from this city to Buffalo, adding 25 cents per ton for freight from Albany to New York, 150 miles; making it the cheapest artificial route of commerce ever constructed. After the lakes are reached, a whole world of interior navigation is open to us. As soon as the Falls of the St. Mary are canalised, a vessel may clear from Buffalo to the head of Lake Superior, a distance 1500 miles!

The city of New York owes all its greatness to the Erie canal. It is the only work by which she can maintain it. Our rivals can make a better show of railroad connections, but railroads can never take from the canal the trade between the eastern and western states. Now that the enlargement is secured, it will be beyond all the fear of competition.

**Pennsylvania.**

**Sunbury and Erie Railroad.**—A mass meeting of the citizens was held in Philadelphia, on Friday evening of last week, to adopt measures to secure the early commencement and completion of the Sunbury and Erie railroad. Gen. George Cadwallader was called to the chair. Addresses were delivered, severally, by Hon. H. A. Muhlenberg, Jno. W. Maynard, Esq., and Judge Struthers, showing the importance and necessity to Philadelphia's interests of a continuous railroad through the State from Philadelphia to Erie, in securing the Western trade and in combining the shortest possible route from the lakes to the Atlantic. The estimated cost is six million dollars, one-third of which is pledged along the line and in the county of Erie.

**Georgia.**

**Augusta and Waynesboro' Railroad.**—We have received the report of the directors of this road, submitted to the stockholders January 1, 1852.—The directors state that they fully expected at the time of their last report, that the road would be finished to Waynesboro' before the close of the year 1851. The reasons they give for not fulfilling the expectations held out is, that the supply of labor within their reach, during the first half of the year, was totally inadequate to the demand; that two years only have elapsed since the preliminary surveys were commenced from the Central railroad to Waynesboro', since which time the work has been constantly progressing. The impression which seems to exist that there has been an unusual delay in constructing the road, has in their opinion been derived, partly from the exceedingly short time in which the contractors engaged to have the work completed, and partly from the number and the distribution of the interests, to be favorably affected by the opening of the road.

The supply of labor is now abundant. Contracts have been closed for the grading, masonry and bridging to Augusta, and the contractors are already on the work with a force sufficient to carry it on rapidly.

The Central railroad company has agreed to work this road for the present; that company paying six per cent per annum on the cost to the different way stations, and seven per cent on the entire cost, as soon as the road is completed to Augusta.

The same company subscribed \$95,000 to the stock of the Augusta and Waynesboro' railroad last March, having previously subscribed \$5,000. In May the stockholders of the Georgia railroad subscribed \$100,000 upon certain terms, as soon as the work was under contract to Augusta. The receipts from capital stock, etc., of the road, up to the 31st December, 1851, were \$370,377 17; the disbursements, \$306,358 99; and the funds on hand at that date, \$64,018 18.

The above road will connect the eastern terminus of the Georgia road with Savannah, and is a project of great importance to that city, and to the eastern portion of the State.

**Louisiana.**

**New Orleans and Opelousas Railroad.**—In the system of railroads which the city of New Orleans is marking out for herself, the above road occupies a conspicuous place. This line of road is not to be limited to Louisiana, as its name would indicate, but is to be extended through the State of Texas, to the *El Paso del Norte*, with a view to its ultimate extension to California. The distance by the line of the proposed road from New Orleans to El Paso, will be about 900 miles. The chairman of the executive committee of this road, Col. B. H. Payne, Esq., of New Orleans, has recently addressed a communication to the Governor of Texas, urging the co-operation of that State in carrying out the work. He proposes that Texas shall apply 8 of the \$10,000,000 due from the General Government, to the above project, and argues that the State would gain largely by such a step, as it would vastly increase the value of her unsold lands, which now amount to 111,000,000 of acres, and develop her vast resources, which now lie dormant for the want of suitable avenues for trade. The cost of the road, it is stated, would not exceed \$10,000 per mile.

All this is very true: yet we fear that there is

little prospect that the project will be carried out, at least in the manner proposed, for many years. In the first place, Texas will not probably appropriate any portion of her credits with the General Government towards its construction. The whole burden is thrown upon private hands, which, thinly settled as Texas is, can contribute but little to railroads. The want of the dense population of the northern States, is the great obstacle to the success of railroads in the south. Many of the southern roads have to be completed before they can come into profitable use, in consequence of the small amount of local traffic. The people there are very unwilling to take stock in a road, unless a sufficient sum is secured to complete it, before commencing work.

As far as the State of Louisiana is concerned, the above road will undoubtedly be completed to Opelousas, and perhaps to the west line of the State, as the city of New Orleans will lend efficient aid to the Louisiana portion of it.

STATEMENT of the annual cost of several Massachusetts railroads, as given by their respective returns to the State Legislature upon the first of January of each year:

	1838.	1839.
Boston and Worcester...	\$1,000,000	\$1,700,000
Boston and Providence...	1,682,900	1,782,000
Boston and Lowell.....	1,575,663	1,575,663
Western.....	.....	.....
Eastern.....	.....	.....
	1840.	1841.
Boston and Worcester...	1,799,255	1,934,981
Boston and Providence...	1,782,000	1,782,000
Boston and Lowell.....	1,608,460	1,729,242
Western.....	.....	.....
Eastern.....	.....	.....
	1842.	1843.
Boston and Worcester...	2,373,547	2,726,102
Boston and Providence...	1,782,000	1,892,000
Boston and Lowell.....	1,634,893	1,978,286
Western.....	5,255,026	5,692,007
Eastern.....	2,267,000	2,267,000
	1844.	1845.
Boston and Worcester...	2,900,000	2,914,078
Boston and Providence...	1,894,831	1,886,134
Boston and Lowell.....	1,863,529	1,902,555
Western.....	5,757,529	5,919,260
Eastern.....	2,388,631	2,388,044
	1846.	1847.
Boston and Worcester...	2,900,000	3,485,000
Boston and Providence...	1,964,677	2,109,455
Boston and Lowell.....	1,932,598	1,940,418
Western.....	6,120,307	6,409,590
Eastern.....	2,471,561	2,494,268
	1848.	1849.
Boston and Worcester...	4,113,609	4,650,392
Boston and Providence...	2,544,475	3,031,106
Boston and Lowell.....	1,936,719	2,013,687
Western.....	6,987,240	7,975,452
Eastern.....	2,937,206	3,095,393
	1850.	1851.
Boston and Worcester...	4,882,648	4,908,332
Boston and Providence...	3,416,232	3,370,269
Boston and Lowell.....	1,945,646	1,945,666
Western.....	8,032,813	7,996,056
Eastern.....	3,120,391	3,119,265

**Dubuque and Red River Railroad.**

A meeting was held at Delhi, Iowa, on the 9th ult. to take steps for the construction of a railroad from Dubuque by the way of Cedar river, and the great bend of the St. Peters to the valley of the Red river of the north, which empties into Lake Winnipeg. The northern portion of that valley contains the colony planted there by the Earl of Selkirk, in 1812, and which has now a population of about 10,000 souls. The 49th parallel cuts the valley in half, leaving the sources of Red river within its boundaries.



To the Editor of the American Railroad Journal.

Sir—In your Railroad Journal of the 13th December, I notice a statement, copied as you remark from a Cincinnati paper, importing that the Supreme Court of Illinois had given a decision which defeated the construction of the *Mississippi and Atlantic railroad*, from St. Louis to Terre Haute.

This is an entire misapprehension. That decision embraced only the question of power to enter upon and condemn land for the use of the road, under the provisions of the General Railroad Law. The general corporate powers of the company under the act remain full and undisputed; and this case was submitted on account of the real or supposed ambiguity of that law upon this point. The right of way is already secured over nine-tenths of the route by agreement of parties, and the right given by pre-existing statute, confers all needed power to perfect it.

The Ohio and Mississippi road, from St. Louis through Vincennes to Cincinnati, is not an antagonistic enterprise, as might be inferred from the statement alluded to. That road accommodates a different region of the State, as well as Indiana and Ohio, and both roads are required for public convenience, and both are sure to be made. Like all other judicious enterprises, they aid each other. The accomplishment of one would assure the speedy construction of the other, were any such assurance needed on either side.

The route of one road is the same as that selected more than thirty years since by scientific and impartial men, under the direction of Congress, as the best line of communication with the west, and located for the great national road as such. Its eastern point is at Terre Haute, on the Wabash—its western terminus at Illinoistown and St. Louis, on the Mississippi, there connecting with the Pacific railroad, now in progress. The great lines of railroad from the principal commercial marts of the Atlantic, Boston, New York, Philadelphia and Baltimore, will all have a perfect connection with Terre Haute in the course of a few years. The necessity, therefore, of this continuation to St. Louis would seem quite apparent, if not indispensable; and may surely be urged with no prejudice whatever to other railroads which traverse the State in parallel directions, and which may be no less demanded by public convenience.

Respectfully yours,

WILLIAM S. WAIT.

Greenville, Illinois, Dec. 30, 1851.

#### Georgia.

*Augusta and Waynesboro' Railroad.*—The Savannah Republican says: "It gives us pleasure to announce that this road is now open to a distance of fifteen miles, and that the travel and business on it are constantly increasing. The daily coaches running between the fifteen mile point and Augusta are filled with passengers on every trip. The contract for the building of the whole road through to Augusta has been let, and it is expected that it will be finished in the course of the ensuing year. The completion of the work will be an event for legitimate congratulation with the people of this city and Augusta, as well as with those living along the line and in north-eastern Georgia.

*Columbus Railroad.*—We see from the Columbus papers, that the city council of that place, in addition to its former subscription, has loaned its credit to the amount of \$75,000 in aid of the road.—Twenty miles of the road are finished, and the cars are running upon it.

#### Erie Railroad.

The following is a statement of the present financial condition of the Erie railroad:

Capital stock.....	\$6,000,000
1st mortgage bonds.....	3,000,000
2d ".....	4,000,000
Income ".....	3,500,000
1st convertible ".....	3,500,000
2d ".....	3,000,000
Certificates of old indebtedness.....	500,000

\$23,500,000

Loss on bonds sold January 10th.....	420,000
Floating debt not yet provided for.....	500,000

\$24,420,000

The four last loans, as follows—

Loan of 1849.....	\$4,000,000
" 1850.....	3,500,000
" 1851.....	3,800,000
" 1852.....	3,000,000

\$14,000,000,

with the exception of \$1,000,000, have been in excess of the estimates of the company.

The loss on the last sale was exactly equal to a 7 per cent dividend upon its stock, \$420,000. The amount of loss outright on the four last sales of bonds have been just about equal to a dividend on the stock, while the debt has increased annually more than \$3,000,000.

The present cost of the Erie road is \$52,516 per mile.

The recent sale, instead of providing means for a double track as advertised, still leaves a floating debt of \$920,000 to be provided for.

The number of miles run by the passenger trains the past year have been.....725,978  
Do. freight trains.....733,222

Total.....1,459,200

Cost per mile of running passenger trains

by company's report.....32.6 cts.

Do. freight trains.....55.3 cts.

Total receipts from freight and passenger traffic for the year ending

September 1.....\$2,124,788 27

Amount received per mile run per passenger

train as per company's report.....\$1 60

Do. freight train.....1 51

Amount actual received per mile run.....1 46

Amount of receipts per mile in 1850.....1 54

The cost per mile run is not given in the report of 1850.

Cost of equipment as per report of 1850:

Locomotives, etc.....\$567,312 64

Passenger and baggage cars.....108,458 21

Freight cars.....489,200 03

Total equipment account September

1, 1850.....\$1,164,970 88

Total equipment account January 1,

1851.....2,151,430 24

Amount stated as charged to equipment

account as per late report of

the company.....3,000,000 00

Deficiency not accounted for.....\$848,569 76

#### Finances of Portland, Me.

The cash valuation of the real and personal estate of the city of Portland in 1851, was \$15,694,247, equal to \$750 to each individual, the population being 21,000. The city debt for 1851 was \$265,632. The whole amount of assessments on polls and estates amounts to \$100,738. The percentage on property this year is 61 cents on \$100; last year 65 cents or same sum. Nine of the corporations of Portland are taxed \$2,922. In the last Mayor's Report, it is estimated that \$4,500 assessed annually, would pay the whole city debt before 1876, when the last payment becomes due.

In addition to the above, the city is conditionally

liable, in bonds guaranteed for the Atlantic and St. Lawrence Railroad to the amount of \$1,500,000. It is expected that the Railroad will meet the interest and principal on these bonds, and save the city from all liability. The city bonds issued for the Railroad are 6 per cent., and were in no instance sold for less than their par value; a fact which speaks well for the credit of the city.

#### Norwich and Worcester Railroad.

The receipts of this road for the year ending Dec. 1, 1851, are as follows:

	Dec. 1, 1849 to Nov. 30, 1850.	Dec. 1, 1850 to Nov. 30, 1851.
Through travel.....	\$12,833 04.....	\$19,793 28
Local.....	97,276 71.....	97,810 98
Through freight.....	20,347 45.....	22,549 96
Local.....	116,103 83.....	115,351 09
Mails & Expresses.....	12,549 86.....	12,267 97
Rental.....	2,148 23.....	2,284 97
	261,259 12	270,049 25
		261,259 12

Increase over the preceding year.....\$8,790 13

Receipts for six mos. ending Nov. 30, '51.....\$146,265 18

For the same period for expenses of road bed, engines, cars, bridges, and running expenses, [including \$5000 damages paid on account of the falling of Wilson's Bridge, etc., which occurred about two years since, and reduces the net earnings for the last six mos. that amount].....70,535 00

Net earnings.....75,730 18

Interest.....22,440 87

Balance to profit and loss.....\$53,289 31

The Directors in their report state that they have full confidence in the ultimate success of the road. There is but little ground for such confidence.

The trouble with the Norwich and Worcester is, that from bad management the road has cost just about twice too much. At a cost of \$1,500,000, which is about the real cost of the road, it would be good property. At some \$3,200,000 it is very poor property, and must always remain so. This is the whole truth in a nutshell; however much the Directors may attempt to give a different coloring to its affairs. The road has lost all character and cast, and is just fit for the use to which it is applied; to be the football of the New York Stock Speculators.

#### New York.

*Buffalo and Conchocton Railway Company.*—The Le Roy Gazette states on authority of one of the directors of this company, that, at their meeting at Bath, on the 23d ultimo, they decided immediately to commence work upon the road west of the Genesee river. The work will be commenced first upon the embankment between the river and canal, which can be done as economically in the winter as at any other season of the year. The commissioner is instructed immediately to repair to this section of the road, to complete and finish up the conveyances of the right of way from the river to Batavia; to contract for the ties of the road and the fencing, which were not included in the general contract made last August with Phelps & Co.

The president and commissioners were also directed to open for business that portion of the road from Corning to Blood's Corners, upon which the iron is now laid, as soon as the locomotives can be got from the manufacturers. Passenger and freight cars sufficient to run this portion of the road are already completed and in their depot at Corning.—Cars will, undoubtedly, commence running over that portion of the road by the first of March next; and the directors confidently expect to open the road for public business to Conesus Centre, a distance of 15 or 16 miles from Avon, by the middle of June next.

## Maine.

**York and Cumberland Railroad Co.**—We learn that on Saturday last the suit of John G. Myers vs. the York and Cumberland railroad company was withdrawn, and the Plaintiff submitted to a non-suit.

The suit has excited some attention from the circumstances connected with the removal of F. O. J. Smith from the office of president of the company, which has been referred to by us, and out of which grew the suit of Smith praying for a *quo warranto*, referred to by us last week. Myers, in his suit, claimed \$500,000 of the company. The company notified him to be in readiness to try the suit at the present term of the court, and made preparation accordingly. The action is now dismissed from the docket.

It is understood that the company are to commence work upon the road as soon as the outstanding debts are settled, and that a satisfactory arrangement has been made therefor, with a certainty of carrying the road through, provided the floating debt is immediately taken up with the mortgage bonds of the company recently issued to Hon. Toppan Robie, Hon. John Anderson, and Hon. Nathan Clifford, trustees. It is a source of sincere pleasure to hear that all the obstacles to the prosecution of this road, so important to Portland, are now removed, and that the directors feel entire confidence in its rapid prosecution as soon as the debts are adjusted. Now that the suit and attachment of Myers are withdrawn, and the right of the directors judicially settled, we presume the bonds will be eagerly sought for by all who have claims upon the company.—*Portland Advertiser*.

## Rochester Flour Trade.

The Democrat, in its annual statement of the flour trade of Rochester, gives some interesting statistics, from which we gather the following:

The amount of flour shipped from this place by canal for a series of years is as follows:

	bbls.
1844.....	400,388
1845.....	518,318
1846.....	540,232
1847.....	631,574
1848.....	584,426
1849.....	570,757
1850.....	552,729
1851.....	500,330

The Rochester and Syracuse railroad carried 20,513 barrels in 1851. This is a small comparative amount. In 1848 that road took 58,137 barrels, and in 1850 about 30,000 barrels. The amount of flour left here by canal during the year is 26,888 barrels. Last year there were 44,443 barrels left by canal. The Western railroad during 1851 brought down 49,000 barrels—in 1850, a little more than that. Adding to the amount shipped by canal the difference in the amount left here during the year, and the shipments are still less than any previous year named, excepting 1844-'5.

To the amount shipped must be added the amt consumed by 40,000 inhabitants, and by a large number of people living in the suburbs and vicinity.

The amount of wheat left here by the Erie and Genesee Valley canals, for a series of years, is as follows:

1844.....	884,141
1845.....	1,169,291
1846.....	1,503,546
1847.....	1,778,116
1848.....	1,443,133
1849.....	1,426,436
1850.....	1,215,759
1851.....	1,465,454

The Western railroad has left 175,000 bushels, which is more by 50,000 than it brought here the year previous.

There is a considerable amount of flour now stored in the mills, and more or less wheat.

A rough estimate of the amount of flour manufactured here in the course of a year is 600,000 barrels, to manufacture which, computing five bushels of wheat to each barrel, would require three million bushels. The whole amount left here by canal and railroad is 1,640,454 bushels, leaving 1,359,546 to be made up from receipts by wagons from the country towns. The product of this county is computed at about that amount. A considerable portion of what is grown in this county is brought in by canal, while no small amount is brought from adjoining counties, by land carriage. Some wheat is received by lake vessels, both from Canadian and American ports. The amount arriving last year is much smaller than usual, but we have not been able to obtain the precise figures. Canadian produce dealers have found this an unprofitable market, as their wheat can scarcely compete with Genesee upon paying terms, and they do not often venture to send a cargo to our port.

This city has always ranked as the first flour manufacturing town in the world. Richmond, in Virginia, has recently outranked us in quantity, but the reputation of the Genesee flour is unapproached by that of any other description extant.—The capacity of our mills is never fully exercised, and will not be while the demand continues as at present. During the next year a new mill of four run of stone will be added to the present force. New facilities and improvements are constantly making, and Rochester will not long stand less than first in this branch of manufactures, if such be the case now.

## British Metals Exported to British North America.

	1840.	1841.	1842.	1843.
	Tons.	Tons.	Tons.	Tons.
Bar iron.....	9,109½	9,762½	4,971½	6,838
British pig do.	3,998½	4,844	3,199½	4,413
Hardware and cutlery...	£ st'g. 131,326	£ st'g. 155,750	£ st'g. 128,121	£ st'g. 102,260
	1844.	1845.	1846.	
	Tons.	Tons.	Tons.	
Bar iron.....	11,209½	11,297	9,041	
British pig iron.....	2,991½	6,388	6,711	
Hardware and cutlery...	£ st'g. 167,876	£ st'g. 200,476	£ st'g. 193,880	
	1847.	1848.	1849.	
	Tons.	Tons.	Tons.	
Bar iron.....	14,196½	9,277½	19,809	
British pig iron.....	6,231½	4,248	7,823½	
Hardware and cutlery...	£ st'g. 166,094	£ st'g. 95,967	£ st'g. 98,460	

## Commerce of the New York Canals.

The canal closed several days earlier than was anticipated, and so suddenly that a large amount of property, consisting principally of flour, wheat, barley and beef, destined for tide water, was locked up in the canal between Schenectady and Little Falls, which, had it arrived here, would have materially altered our figures for this year.

The commercial year, however, compares favorably with any of its predecessors. We have not complete returns of the amount of property going from tide water; but from the fact that while there has been a single falling off in the tonnage coming to the Hudson river, the aggregate tolls received on all the canals exceed those of last year about \$70,000, thus showing that a larger amount of property has been conveyed on the canals than there was last season.

During the summer and early fall, the railroads monopolize the carrying trade in perishable articles, and dealers in butter, cheese and lard avail themselves of those facilities to secure an early market. While this is true in regard to the articles named, the canal must necessarily retain such articles as sugar, molasses, iron, etc., which, paying but small profits to the trader, will not bear so high a rate of transportation as charged by railroads.

In February last, the canal board made considerable reductions in tolls on several of the leading articles to be transported to and from tide-water, and while many doubted the wisdom of their act,

the result has shown their sagacity. We are inclined to the belief that the present board will be called upon during the winter to make further concessions, which they will undoubtedly concede to, if satisfied that it will be for the interest of the State.

At an early day we shall endeavor to give the "general movement" showing the aggregate tonnage of property ascending and descending the canals, and its estimated valuation.

We now submit our tables showing the amount of property arriving at tide water, which embraces the returns from New York, Albany, West Troy and Waterford offices, and the estimated valuation of the same:

Statement showing the aggregate, in tons, under the divisions as specified as follows:—

	1849.	1850.	1851.
The Forest....	65,547	947,768	921,337
Agriculture....	796,000	926,048	895,096
Manufactures ..	44,288	39,669	53,553
Merchandise ..	5,873	7,105	5,349
Other articles..	94,638	113,273	135,365
Total tons....	1,606,346	2,033,863	2,010,700

Statement showing the aggregate value of the property which came to the Hudson River, on all the Canals, during the years '49, '50, and '51, under the divisions as specified in the above table:

	1849.	1850.	1851.
The Forest....	\$7,192,796	\$10,315,117	\$10,380,355
Agriculture....	38,455,456	38,311,546	36,520,296
Manufactures ..	3,699,238	3,960,854	4,355,907
Merchandise..	508,048	563,615	406,711
Other articles..	2,319,983	2,323,495	2,789,257

Total.....\$52,375,521 55,474,627 54,452,526  
—[*Albany Evening Journal*.]

## Canada.

**Great Western Railroad.**—We learn that a meeting of the Joint Committee of the Central line of Railroads and the Canada road, from the Falls westward, was held at Albany, on the 8th inst., and settled the whole matter of the connection, and the making of the subscriptions. They also decided to use the compound or continuous rail of Mr. J. F. Winslow, of Troy, on the whole length of the new road.

**St. Lawrence and Champlain Railway.**—We learn with much pleasure that the Railway Company have completed their line to the river side at St. Lambert. In a very short time the locomotive engine will run to this terminus, and our citizens will be transported from their river to Boston or New York, without once leaving the rail. This improvement will, no doubt, be greatly felt by our business men during the ensuing season; as the Company are making arrangements to transport goods with great expedition from the wharves to their terminus.—*Montreal Herald*, Jan. 8.

## Louisville and Nashville Railroad.

We learn by advices from Frankfort that a series of amendments to the charter of the Louisville and Nashville railroad have passed both houses. These amendments give to the company the power to construct their road to the Ohio river, below the mouth of the Tennessee, or to the Mississippi river, or to connect with the Mobile and Ohio road, in Kentucky, or to connect with a railroad from Memphis, Tennessee, in the direction of Louisville, unless the Legislature of Tennessee shall grant to the company an acceptable charter to their State.

The amendments also provide that the company may change their name to that of the "Louisville and Southwestern railroad company;" and also further provides that the General Council of Louisville may have power to transfer the subscription of the city to the latter road, after submitting the same to a vote of the people.

Thus much for the amendments. By them we trust our friends in Nashville, and the friends of the great enterprise throughout Tennessee, will see that we are in earnest in our desire to have a railroad connection with the Southwest, if we cannot go it at Nashville. We understand that the president and engineer of the road will leave in a few



days to visit Nashville once more, for the purpose of endeavoring so to conciliate matters as to permit the company to construct their road to Nashville, and we submit to the citizens of Nashville and the press of that city, that, although we were [as they stated] in a bad humor when we penned a former article upon this question, we at least were sincere.

It is time that the citizens of Nashville were aroused to the probability of their losing the road, unless they build it themselves, and we sincerely trust that the Legislature will at once, openly and candidly, remove the paltry restrictions they have imposed upon the charter, ere it is too late.

NEW YORK, Jan. 14, 1852.

H. V. POOR, Esq.

In your paper giving an account of Bituminous Coal, for the past year, taken to tide water, you make some errors.

The last Report of the Baltimore and Ohio Railroad gives the quantity brought down over their road at 163,300 tons, exclusive of Coal consumed on their road, which is from 30,000 to 40,000 tons additional per annum.

The Chesapeake and Ohio Canal from its opening, 10th of October, 1850, to 10th October, 1851, is one hundred thousand tons, and the amount mined in the Cumberland region is very nearly 400,000 tons per annum. Please correct the error, and oblige,

CUMBERLAND.

#### Export of British Metals to America.

We take the following tables from the circular of Messrs. Aylwin & Co., metal agents, of London. The correctness of the figures may be depended on:

	1840.	1841.	1842.	1843.
Copper sh'ts, n'ls, etc. includ. m'xd or yellow metal.	917½	906	772½	1,416½
Bar iron.....	26,858	54,199½	39,965	21,336½
Iron wire.....	32½	104	91	9
Pig iron.....	5,151	16,463	13,075½	7,148½
Unwrought steel	1,202½	2,535½	1,507½	1,336½
Spelter.....	5½	10	23½	116½
Hard ware and cutlery.....	£ 334,065	£ 584,400	£ 29,881	£ 448,341
Copper sheets, nails, etc. including mixed or yellow metals.....	1,671	1,605½	1,901	1,901
Bar iron.....	64,713	25,006½	31,517	31,517
Iron wire.....	42½	23	77	77
Pig iron.....	28,447	23,375	16,345	16,345
Unwrought steel.....	2,376½	3,633½	4,132	4,132
Spelter.....	333½	45	386½	386½
Hardware and cutlery.....	£ 827,084	£ 719,324	£ 739,793	£ 739,793
Copper sheets, nails, etc. including mixed or yellow metals.....	2,637	2,546	3,003½	3,003½
Bar iron.....	64,494½	162,057½	228,624	228,624
Iron wire.....	351	350½	880½	880½
Pig iron.....	47,217	91,704	96,238½	96,238½
Unwrought steel.....	5,428½	4,607	5,216½	5,216½
Spelter.....	223½	110	250½	250½
Hardware and cutlery.....	£ 931,203	£ 777,964	£ 849,758	£ 849,758

#### Vermont Central Railroad.

The following, the latest gossip in relation to the above road, is from the Boston Journal:

The effect of the troubles between the Vermont Central Railroad Company and Mr. Quincy has been to throw discredit on nearly all stock and bond collaterals.

A curious circumstance is reported to-day in regard to some of the Vermont Central Collateral Bonds pledged by Mr. Quincy for his individual note. It appears that a broker, acting for the owner of the note, notified the Vermont Central Directors that he should sell the bonds, which, by the way, are of the 1856 issue. This morning one of the Finance Committee, acting as the Attorney of the Corporation, sent a written and formal demand to the broker for the delivery of the bonds, alleging that said bonds were the property of the Company.

The broker, of course, refused to comply, whereupon legal proceedings were at once instituted against him, and his property attached to the amount of \$4,000.

#### Quebec and Richmond Railroad.

The ceremony of breaking ground on the Quebec and Richmond railroad took place on the 7th inst. with much *clat* on the opposite side of the St. Lawrence this afternoon. In addition to the presence of several members of the Administration, the town council, the directors, and many of the shareholders of the company, a very numerous party from the city and surrounding parishes were assembled.

Shortly after noon, the whole company, including several ladies arrived at the ground selected.

After an english and french address from the Hon. Mr. Caron, the Hon. Inspector General Hincks, in the absence of the Governor General, performed the ceremony of turning the first spadeful of earth. The Hon. gentleman then spoke from the platform for some time, alluding to the aid given by the Government to the construction of railroads, as certain to produce great and important results to the benefit of the public revenue, and to the advance of agricultural as well as commercial interests.

The Hon. Receiver General Tache then spoke in French, and was followed by the Hon. J. Rolph, commissioner of Crown Lands.

The whole of the invited guests and stockholders then adjourned to a substantial collation.

#### Illinois.

##### Aurora Extension and Beloit Branch Railroad.

—During the greater part of the past week the directory of the Galena and Chicago Union railroad have been in session in this city, to consider and adopt measures with reference to a permanent arrangement between their road and the Aurora extension, and to deliberate and determine, if possible, on the action necessary to be taken in prosecuting the Beloit branch road. With the Aurora branch an arrangement was concluded, to be perpetual, as regards the use of the first thirty miles of the road, between Chicago and the Junction, for the running of the cars of the Aurora company. The terms of the contract, we understand, preclude the latter from doing any of the way business between Chicago and the Junction, while the business of the Galena and Chicago Union railroad will remain separate as heretofore. It is understood that the terms of the arrangement give complete satisfaction to the directory of the Aurora road, and are of such a nature as will stimulate its extension to its western terminus.

In regard to the Beloit branch, the directors did not arrive at any definite action, further than that it would carry out, in good faith, the terms of agreement. A committee was appointed to confer with the citizens along the line of the proposed track, and those interested in it, in order that a mutual understanding may be had as to the course to be pursued, that will most effectually subserve the interests of all parties. When this committee shall have accomplished its purposes, which we doubt not will be during the winter, we understand it to be the purpose of the company to prosecute the work as rapidly as circumstances will permit.

—Chicago Tribune.

#### Illinois.

**Chicago and Galena Railroad.**—The Chicago and Galena railroad has been extended seventy-five miles west of Chicago, penetrating a region solely agricultural, and which scarcely had an inhabitant before 1835. When the building of this railroad was commenced, it was supposed that it would yield little or nothing to the stockholders, till after its completion to Galena. But the experiment of a dozen miles of finished road demonstrated that the calculations of the proprietors were erroneous, and every successive mile constructed, has made that demonstration more complete. When it was extended thirty-five miles west of Chicago it paid fourteen per cent. upon the cost, and the same income has been realized constantly as the road progressed to its present western termination, which it reached this month. Calculations for a certain amount of business between this time and

the opening of navigation were made, and locomotives and cars were provided in accordance with these calculations, but it is ascertained that there is a great deal more business than the road can do, and that several more locomotives could find constant employment now, and through the winter season.—[Springfield (Ill.) Register.

**Accidents on the Lakes.**—Capt. G. W. Rounds, agent of the Northwestern Insurance company of Buffalo, has furnished the Advertiser of that city with a detailed statement of all the accidents which have occurred on the lakes during the past year.—From it we collate the following results:—

Total amount of property lost in 1851.....\$730,573  
Total amount of lives lost..... 79  
The amount of loss by steam vessels has

Do do sail	been..	347,325
Do do do	do.....	383,212
The proportion of loss on lake Ontario is.		110,557
Do do do Erie.....		477,805
Do do do Huron....		23,000
Do do do Michigan.		79,875
Do do do Superior..		39,300

Two hundred and sixty-three accidents are here recorded, thirty-four of which occurred in April, sixty-four in May, (forty-six on the first day,) twelve in June, nine in July, fifteen in August, thirty-four in September, thirty-three in October, fifty-one in November, and eleven in December.—Five steamers, (not including the Mayflower,) three propellers, and thirty-seven sail vessels have been totally lost.

	Loss of property.	Life.
1848.....	\$420,512	55
1849.....	368,171	34
1850.....	558,826	395
1851.....	730,537	79
Total (4 years).....	\$2,088,046	563

#### Ohio.

The Steubenville Herald states that the survey from Cochocton to Mt. Vernon has just been completed and a route of easy grades and moderate curves found at a distance of 36 miles, connecting at Cochocton with the Steubenville road to Pittsburgh, on a line 25 miles shorter than by Wooster and Beaver.

The Toledo, Norwalk and Cleveland company now have more than one thousand hands employed on the line, the grading to be completed before April next.

A friend at North Fairfield writes us that the project of connecting the Mad river road with the Columbus and Cleveland, by a cross line from Republic to New London, is not abandoned. The exact distance is thirty-one and a half miles, and the grade lower and better than the Norwalk and Toledo road. The people at Republic are deeply interested in this connection, and think the construction of the line the only way of securing the travel to the Mad river road from and to Cincinnati. The line shortens the distance to Cleveland and passes through a fine agricultural country, and the flourishing villages of Greenfield, Fairfield, Fitchville and New London. The people along the line will make liberal subscriptions, and they desire to know what can be done to aid them.—Cin. Enq.

#### Georgia.

**Central Railroad.**—The following is a list of the directors of this road for the current year:—R. R. Cuyler, Jno. W. Anderson, A. Low, Thos. Purse, W. Crabtree, Jr., Jno. R. Wilder, Jno. B. Gallie, L. O. Reynolds, Jos. S. Fay.

**Waynesboro' Railroad.**—The following is a list of the directors of the Waynesboro' railroad:—A. R. Lawton, J. P. Scriven, John Stoddard, Wm. Duncan, R. A. Allen, of Savannah; J. C. Poythress, of Burke county, and J. Phinizz, of Augusta.

#### Alabama.

We understand that active operations have been commenced upon the line of the Girard and Mobile railroad.

**Sandusky City and Indiana Railroad.**

A meeting of the directors of this company took place on Friday last in this city. We have learned incidentally that the line of the road between this place and Tiffin was permanently located. From the surveys which have been made, it is found perfectly practicable to construct it in almost an "air line," the deviation being about half a mile, only. The line west of Tiffin is not yet located, but there is good reason to believe that it may be run directly west to the State line without any natural obstacle. The route, as we have understood, is parallel with 'Blanchard's Fork' of the Anglaize river and runs between the former stream and the heads of the Portage and the minor tributaries of the Maumee which run north, until the Anglaize is reached. To this point, it is said, there is not a single stream to be crossed, the route consisting principally of a sandy ridge with but a slight elevation, being one of the best in this State for the construction of a road.

The board directed the President, F. T. Barney, Esq., to prosecute the survey as soon as practicable, of the shortest and best route from Tiffin to the west line of State in the direction of Fort Wayne, and that he procure estimates of the cost of construction. The Executive committee, consisting of Messrs. Barney and Wetherell, were also directed to use all necessary means to secure an active prosecution and speedy completion of the road from this city to Fort Wayne.

We regard the construction of this road as of the greatest importance to the people along the line as well as vital to the interests of its terminus on the lake. It penetrates a section of country west of Tiffin, now wholly without railroad facilities, but capable of producing vast quantities of wheat, corn etc., whenever it can be admitted to a market.

The Register states, that the portion of this line between Sandusky and Tiffin has been placed under contract.

**Chill.**

The Copiapo Railroad is nearly finished, only two or three miles remaining incomplete. The distance between the two termini, Copiapo and Caldera, is 50 miles. Very large and substantial buildings have been erected as station and engine houses. A mole has also been built, 500 feet long, out into the harbor at Caldera, where the water is 30 feet deep. Philadelphia locomotives are used upon the road. The entire cost will be about \$1,200,000.

**Railroad Iron.**

**2000** Tons of Guest & Co. make (GL) weighing about 58 lbs. per yard, to arrive at New York during April and May, for sale by **BOORMAN, JOHNSTON & CO.,** 119 Greenwich St., New York.

Also for sale—

430 Tons Rails, weighing 61 lbs.
45 " " 53½ "
50 " flat 2½ x 1.

**To Contractors.**

**I**N gross, will be received until the 25th day of January, 1852, proposals for the grading and entire construction of the Ohio and Indiana Railroad, extending from Crestline, the point on the Cleveland and Columbus Railroad where the Ohio and Pennsylvania railroad terminates, to Fort Wayne, Ind., 131 miles long.

The location, stock subscription, and releases, are in condition to warrant an early commencement and vigorous prosecution.

This road is the third link in the great chain of roads from Philadelphia to Chicago.

W. MERRIMAN, Pres't.  
Bucyrus, Ohio, Dec. 25, 1851.

**To Civil Engineers and Contractors.**

**T**HE advertiser, an Engineer recently from England, is desirous of an engagement, having been employed on some of the principal lines in that country and France. Satisfactory testimonials from parties in England and America. Address A. B., at the Railroad Journal office.

January 1, 1852.

**MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.****Winter Arrangement.**

The Passenger Trains will run as follows until further notice:

**TRAINS GOING EAST.**

Leave LaPorte, 7-30 a.m., White Pigeon, 10-40 a.m., Adrian, 3-10 p.m.

Arrive at Toledo and Monroe, 5-45 p.m.

**TRAINS GOING WEST.**

Leave Monroe and Toledo, 8-15 a.m., Adrian, 11 a.m., White Pigeon, 4 p.m.

Arrive at LaPorte, 6-30 p.m.

E. P. WILLIAMS, Sup't.

Adrian, December 22, 1851.

**Straughan, J. R.,**

Ohio and Indiana Railroad, Bucyrus, Ohio.

**M. B. Hewson, Civil Engineer,**

(Open to a New Engagement),  
Memphis, Tenn.

**S. CULBERTSON & CO.,**

12 BROADWAY, NEW YORK.

**D. N. Pickering,**

BOSTON, MASS.

PROPRIETORS AND MANUFACTURERS OF

**DEVLAN'S PATENT LUBRICATING****OIL,**

Equally applicable to light and heavy Bearings, Fast Speeds, etc.

This Oil, as a Lubricator, possesses the following advantages over all other Oils:

First, It runs machinery with less friction, thereby enabling Manufacturers, Steam Ships, Steamboat and Railroad Proprietors to accomplish more with the same motive power, and to save their machinery from unnecessary wear.

Second, It produces no Gum upon machinery, whereas all other Oils exhibit more or less. On machinery which is clean when it is introduced, it is warranted to run any length of time without showing any indications of gum.

Third, It will clean off any old gum that may have accumulated upon Slides and Journals from the use of bad Oils.

Fourth, As two gallons of this Oil will last as long as three of Sperm, and as it is thirty or forty cents a gallon cheaper, the consumer saves, by using it, at least fifty per cent. in cost.

PRICE \$1.00 PER GALLON.

It is now in use on the Baltimore & Ohio, Baltimore & Philadelphia, Susquehanna, Pennsylvania Central, Reading, New London, Willimantic & Palmer Railroads. Also, on numerous Steamers, and in various Manufactories.

Reading, Pa., July 12, 1850.

MR. P. S. DEVLAN, Patentee

of the Improved Lubricating Compound:

Dear Sir,—In answer to your favor of the 11th inst., asking our opinion of your Oil, I would reply: We have had your Patent Oil in use upon the Reading Railroad for some five months past, during which time we have used it on our locomotive cars and stationary machinery of every description to the amount of twelve thousand gallons. It has answered the purpose to our entire satisfaction, proving equal to the best Sperm Oil, in both lubricating and lasting qualities, and securing to us an economy in its use of Forty per cent. compared with the best Sperm Oil. It does not "gum" nor "choke," runs and feeds freely, and is as pure and clean, and free from sediment or deposit as the best Sperm Oil. We are at present using it everywhere on the road.

Yours, very respectfully, G. A. NICOLLS,  
Engineer, etc., Reading Railroad.

Allaire Works, New York, June 23, 1851.

We are using Devlan's Patent Lubricating Oil upon all our machinery, both light and heavy, and find it better than any other. It is a most perfect lubricator, keeping the machinery clear and the journals cool. We have no doubt that it must come into general use in Manufactories and upon Steamships and Railroads, as it is worth more, gallon for gallon, than the best Sperm Oil, and is some 40 per cent. cheaper.

E. WINSHIP, Foreman All're Works.  
J. BREASTED, Manager All're Works.

**Steamship Southerner, New York, May 1, 1851.**

Sirs,—I am using your Oil, exclusively, on the steamship Southerner, and consider it superior in every respect to any Oil I have ever used. I have had no heating of journals since I have been using it. I consume not more than two-thirds the quantity that I do of other Oils, and my machinery runs cleaner and with less friction than it ever run before. I intend using no other Oil in future, and cheerfully recommend it to others as the cheapest and best Machinery Oil they can buy.

HENRY FARMER,

Chief Engineer Steamship Southerner.

Philadelphia, April 4, 1849.

MR. P. S. DEVLAN:

Sir,—The Patent Oil you sent me to try, and which you design as a substitute for Sperm, has, I am happy to say, more than realized my expectations. I first had it fully tested on a locomotive engine for two days, by a skillful engineer, who assures me that it works equal to the best sperm Oil, with a saving in quantity of at least Fifty per cent. This saving, together with the greatly reduced price, at which you inform me you can furnish the article, recommends its use on Railroads, Mills and Factories, where large quantities of Oil are used. I have no doubt of its entire success, and under that impression tender you my sincere congratulations.

Truly yours, WILLIAM ENGLISH,  
Sup't Columbia Railroad.

Philadelphia, Nov. 12, 1850.

I certify that Devlan's Patent Lubricating Compound, has been thoroughly tested upon the Philadelphia & Reading Railroad, and all its locomotive engines, cars, and stationary machinery, and that the reports of the same have been most favorable and satisfactory, showing it to be fully equal to the best Sperm Oil in its lubricating and lasting qualities.

JOHN TUCKER,

President Phila. & Reading Railroad Co.

**American Lap Weld Iron Boiler Flues.**

**M**ANUFACTURED by the Reading Iron Tube and Boiler Flue Works, from 1½ to 7 in. diameter, and in lengths to eighteen feet, made from the best Pennsylvania refined cold blast charcoal iron, and equal in finish to any imported. Also made to order a but welded flue with patent lap welded ends, and when preferred they will be finished with a screw and ferrule on the ends. All the above will be made of any thickness of iron ordered. Also, welded wrought iron Tubes for water, steam and gas. Extra heavy tubes made to order, for sale by our agent, A. B. Wood, 23 Platt street, New York, and Samuel Griffiths No. 15 North 7th street, Philadelphia, or at our works.

SEYFERT, McMANUS & CO.,

January 3d, 1852.

Reading, Pa.

**THE FIFTH EDITION OF****NEW YORK:****Past, Present and Future,**

By E. PORTER BELDEN, M. A.,

**H**AS been issued, by PRALL, LEWIS & Co.—We have made arrangements by which we have bound, and will continue to bind with each Edition of the above, the

**AMERICAN ADVERTISER,**

A Reference-Work for Purchasers,

Containing the Cards of Merchants and Manufacturers in every line of business. Price, including both of the works, 25 cents and upwards.

**STURGES ON THE GAME OF DRAUGHTS,**  
Second American Edition. Price, in muslin, 75 cents—in paper 50 cents.

The Cheapest Almanac of the Season!

**AMERICAN COMMERCIAL ALMANAC, 1852,**  
Containing, besides the Astronomical matter, numerous statistical details relative to the government, judiciary, population, resources and commerce of the Union, all the details of inland and foreign postage, and the Constitution of the United States in full, the latter of which alone usually sells for twice the price of the Almanac. Price 6¢ cents single, \$1 per hundred, \$35 per thousand.

PRALL, LEWIS & CO., Publishers,  
76 Nassau street, N. Y.



### Rosendale Cement.

**THE NEWARK AND ROSENDALE LIME AND CEMENT CO.** are now manufacturing at their works in NEWARK, N. J., and Ulster county, N. Y., a very superior article of *Hydraulic Cement*—also *Lime Calcare Plaster*, etc. Contractors and dealers will find it to their advantage to call or make application before purchasing elsewhere. All communications addressed to the subscriber, at Newark, N. J., will be punctually attended to.

1y\*15

HENRY WILDE, Secretary.

### New England Car Spring Co.,

No. 104 Broadway, New York,

MANUFACTURERS OF

### INDIA RUBBER CAR SPRINGS & HOSE,

Of F. M. Ray's improved form, and dealers in every description of Rubber Goods for Railway purposes.

All Goods manufactured by this company are warranted of the best materials, and the same composition which has established the reputation of F. M. Ray's India-rubber Car Springs.

F. M. RAY, Agent.

### Railroad Iron.

**THE** undersigned offer for sale 1000 tons Railroad Iron, (about 56 lbs. to the yard,) now at Brooklyn.

CHOUTEAU, MERLE & SANFORD,  
Oct. 1, 1851. 51 New st.

### Engine Waste.

**C**LEAN WASTE for Locomotive and Steam-boat Engines, in lots as wanted; also, superior Steam Packing. Orders, with explicit directions for forwarding, should be addressed to

J. MORTIMER HALL,  
36 South st., New York.

November 1. 3m

### PREMIUM RAILROAD CAR SPRINGS,

AND OTHER

### India-rubber Goods.

**T**WO Prizes were awarded me last month by the American Institute—one for *best Car Springs*, the other for *best Overshoes*. This proves the superiority of the Goods made by me.

**HOSE AND STEAM PACKING**, and all other India rubber goods for Railroad purposes, on hand and for sale cheaper than any other house.

Car Springs, 50 cents per lb. for cash—of the best quality and of all sizes, (Fuller's patent.)

I now give notice that Fuller is the original and true inventor of the India-rubber Spring, and companies who use Springs made by other parties will eventually have to pay me damages. H. H. DAY,

23 Courtlandt st., New York.

Inventor and owner of 17 U. S. Patents, and the oldest Manufacturer of India-rubber in the U. S.  
December 6, 1851.

### CORROSIVE SUBLIMATE.

**T**HIS article now extensively used for the preservation of timber, is manufactured and for sale by **POWERS & WEIGHTMAN**, manufacturing Chemists, Philadelphia.

Jan. 20, 1849.

### To Civil and Mining Engineers and Surveyors.

**A** YOUNG MAN having lately completed an engagement of six years with an eminent Civil and Mining Engineer in Scotland, is desirous of a situation in that capacity. Has had considerable experience in the mines of Scotland, and is in possession of all instruments necessary for land and mining surveying. Address A. S., care Mr. D. H. Arnot, 50 Wall St., N. Y.

Dec. 13th. 1m\*

### Railroad Iron.

**2000 TONS** of an approved pattern 59 to 50 lbs. per lineal yard, now manufactured in England, and ready for immediate shipment, from thence. Also, 2,500 tons of different patterns in port and expected to arrive within sixty days. For sale by

DAVIS, BROOKS & Co.,

23 Beaver Street, New York.

CONTRACTS made for Railroad Iron at a specific price delivered in England, or at port in the United States.

### TO FOUNDRYMEN,

AND

### Contractors for Iron Castings.

**THE** Proprietor of the Rossie Furnace, St. Lawrence County, N. York, having lately erected at their works a Casting House 125x75, with suitable Cupolas, Cranes, etc., and a Machine Shop, furnished with a considerable stock of tools, and a water wheel of 30 horse power—the whole carried out in the most substantial manner—offers the use of these premises, in connection with the sale of Rossie Iron, to manufacturers and contractors for castings and machinery.

There are 2000 tons of hot and cold blast iron now at the works, any part of, or more than which, might be contracted for in connection with the above; and as liberal terms of credit would be extended to parties offering satisfactory security, it is supposed that the conditions contemplated may present no ordinary advantages to persons desirous of a large business on a limited capital.

It may be useful to add that the Cold Blast Iron made at these works is of a very superior quality for Car Wheels.

Rossie is 6 miles from the River St. Lawrence, and connected by a good Plank road all but 1 mile. For further particulars, apply to D. W. Baldwin, Agent, at the works, or at the office of the subscriber, Ogdensburg, St. Lawrence Co., N. Y.

G. FAIRSH.

December 20, 1851. 6t\*

### LOWMOOR LOCOMOTIVE TIRES.

**THE** Subscriber, sole agent for the Lowmoor Co., is prepared to take orders for this superior description of tires, which are furnished, bent, welded and blocked to any dimensions, having but one weld, and at a cost to the importer of less than ten cents per pound for the heaviest weights.

WM. BAILEY LANG.

Bosto November 29th. 1m

### LOWMOOR IRON.

**THE LOWMOOR IRON COMPANY** having appointed Wm. BAILEY LANG their sole agent in America and Canada, he is now prepared to receive and execute all orders for Railway Tire Bars, bent, welded, and blocked Railway Tires, Axles, Piston Rods, and Boiler Plates. Also, plain, angle, rivet and every other description of Lowmoor Iron.

All communications respecting the above are requested to be sent to Wm. Bailey Lang, at his Steel Warehouse, No. 9 Liberty Square, Boston, or to the Lowmoor Iron Works, Bradford, Yorkshire, England. 30th Sept., 1851.

### RAILROAD SPRINGS.

#### Fuller's India-rubber Springs.

**T**HESE are now made in our own Factory, of the best materials. Each spring is guaranteed to perform the required work. Purchasers guaranteed against adverse claims.

Car Builders will save great expense by calling at the office of the Company.

23 Courtlandt St., New York.

### To Stone Masons.

**THE NEW ALBANY AND SALEM RAILROAD** Company have about 10,000 c. yards of Abutment Masonry to let at private contract, to be completed by the 1st of July, 1852.

To contractors who can produce testimonials of character for ability as **STONE MASONS**, fair, remunerating prices will be given.

Early applicants, by securing the work now offered, will gain advantages over competitors for the erection of an additional 15,000 yards, to be let out early next spring, in bridging the streams between Bedford and Michigan City, via Bloomington, Gosport, Crawfordsville and Lafayette, (the most productive and healthy region in Indiana,) by the knowledge they will have acquired of the resources of the country.

Application may be made in person, or by letter addressed to the undersigned, at New Albany, Indiana. S. B. WILSON, Engineer.

Engineer's Office, New Albany,  
Sept. 29th, 1851.

### To Chief Engineers, Directors of Railroads, Canals, etc.

**A** Civil Engineer and Surveyor, who has been professionally engaged under the British Government, East India Company, etc., is desirous of obtaining employment as an Assistant. No objection to the South or West. Address for one month to C. E. & S., American Railroad Journal office. August 16, 1851.

### To Engineers.

**A** NEW WORK on the Marine Boilers of the United States, prepared from authentic drawings, and illustrated by 70 engravings, among which are those of the fastest and best steamers in the country, has just been published by B. H. Bartol, Engineer, and is for sale at the store of

D. APPLETON & CO.,  
Broadway

September 1, 1851.

### RAILROAD SPRINGS.

#### Fuller's Patent India-rubber Springs.

**P**PRICE reduced to 50 cents per pound. The owners of this Patent now manufacture the Springs in their own Factory, and guarantee that each spring shall perform its required duty.

Purchasers guaranteed against adverse claims. They may have full confidence in the working qualities of the springs.

The suits brought against Ray & Co., will soon be brought to issue, and we await the result with satisfaction, having full confidence in the pure administration of the Laws.

The long advertisements put forth by Ray & Co. about prior invention of the spring are worthless; he has not proved prior invention, and cannot sustain his patent in a Court of Law.

For the owners of Fuller's Patent,

G. M. KNEVITT,  
23 Courtlandt st., New York.

October 7, 1851.

### Railroad Iron.

**THE** undersigned, Agents for British Manufacturers, continue to sell Railroad Iron of the best quality, and of any weight or pattern required; deliverable at any part of the United States or Canada.

They have now on hand, ready for delivery New York:

2,000 tons of an approved pattern, weighing about 60 lbs. to the yard.

WM. F. WELD & CO.,  
42 Central Wharf, Boston.

### To Railroad Companies.

**T**HE undersigned has discovered and patented an imperishable, cheap, and sufficiently elastic substance, to be introduced between the sill and rail, so that the stone sill can be used in place of the wooden sill: entirely overcoming that rigidity where the rail is laid directly on stone. Address

J. B. GRAY, Philadelphia.

July 10, 1851.

4m

### Railroad Iron.

**T**HE undersigned are prepared to enter into contracts now at specific prices, to deliver Railroad Iron during the coming Winter and Spring, free on board at the shipping ports in Wales, or at ports in the United States.

CHOUTEAU, MERLE & SANFORD,  
Sept. 30, 1851. No. 51 New st.

**THE NEWCASTLE MANUFACTURING Co** continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack Screws, Wrought Iron Work and Brass and Iron Castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast Wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,  
President of the Newcastle Manuf. Co.

**Practical and Scientific Books**

PUBLISHED BY  
**HENRY CAREY BAIRD,**  
SUCCESSOR TO E. L. CAREY, PHILADELPHIA.

For sale by Dewitt & Davenport, Tribune Buildings, New York, and Booksellers generally throughout the United States and Canada.

Now being published in Twelve Parts, price 25 cents each, the **PRACTICAL MODEL CALCULATOR**, for the Engineer, Machinist, Manufacturer of Engine work, Naval Architect, Miner and Millwright.—By Oliver Byrne, Compiler and Editor of the Dictionary of Machines, Mechanics, Engine Work and Engineering, and Author of various Mathematical and Mechanical works—illustrated by numerous Engravings; forming, when completed, one large volume, octavo, of nearly 600 pages.

It will contain such calculations as are met with and required in the Mechanical Arts, and establish models or standards to guide practical men. The tables that are introduced, many of which are new, will greatly economize labor, and render the everyday calculations of the *practical man* comprehensive and easy. From every single calculation given in this work other calculations are readily modeled, so that each may be considered the head of a numerous family of practical results.

The examples selected will be found appropriate, and in all cases taken from the actual practice of the present time. Every rule has been tested by the unerring results of mathematical research, and confirmed by experiment, when such was necessary.

The Practical Model Calculator, will be found to fill a vacancy in the library of the practical working man long considered a requirement. It will be found to excel all other works of a similar nature, from the great extent of its range, the exemplary nature of its well selected examples, and from the easy, simple and systematic manner in which the model calculations are established.

Parts 1, 2 and 3 now ready.

American Miller and Millwright's Assistant, By W. C. Hughes. 12mo., illustrated. . . . .	\$1 00
Byrne's Practical Model Calculator. In 12 parts, each . . . . .	25
Byrne's Treatise on the American Steam Engine. 8vo. [in press]. . . . .	
Booth's Encyclopedia of Chemistry. In one vol. royal 8vo, 974 pages, sheep. . . . .	5 00
Builders' Companion. By A. C. Smeaton.—Seventy illustrations, 12mo., cloth. . . . .	1 00
Cotton Spinner and Manufacturers' Companion. By Scott and Byrne. In one vol. 8vo., cloth, with large working drawings. . . . .	3 50
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